OMI

Oregon Micro-Imaging, Inc.
1790 West 11th Avenue
Eugene, Oregon 97402
☎ (503) 687-9585
FAX (503) 687-0304

START

OF

ROLL

ROLL

242

AGENCY NAME: ODot Support Services

SERIES TITLE:

Contracts

FIRST RECORD ON REEL:

Contract # 9630

REDUCTION RATIO:

21X

1983 Umatilla River (Hinkle) 9630
Bridge Sec., Hermiston Hwy. S. of
Hermiston. (Deck Overlay)

9630

rll

STATE COPY

cc: OSHD (Coulter)

US Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

10-18-84

REGION NO. 10	REPORT NO. 3	COUNTY Umatilla	DIVISION Oregon
DATE OF REPORT 10/18/84	REPORT MADE BY D. B. Carter, Area Engineer		PROJECT NO. F-76(8)
COMPLETION DATE (Actual) 6/28/83	ACCEPTANCE DATE BY CONRTACT AGENCY 10/28/83	TIME ELAPSED *See Below %	CONTRACT TIME *See Below

LOCATION
Umatilla River crossing on Oregon SR 207 approximately ½ mile north of I-84 in Umatilla County, Oregon

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

UMATILLA RIVER (HINKLE) BRIDGE SECTION
HERMISTON HIGHWAY
Deck Overlay

This project provided for the repair of faulty areas of the existing deck and a structural overlay of the entire deck using a latex modified concrete.

*The contract provided for a specified completion date of 7/31/83. The project was completed on 7/28/83.

The final cost of the original contract items was $54,816.30 or a 7.31 percent underrun of the contract bid amount of $58,822. The final cost of the project including all changes and engineering was $62,932.08.

All participating work has been completed.

All signing and striping is complete.

RECEIVED
STATE HWY ENGR
OCT 25 '84
REFER TO
Fredrickson
FOR

Info	Inves	R/D	D/R	Sign	Act	File

NOTED
W. E. SCHWARTZ
ey 10/30

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE D. B. Carter Original Signed by D. B. Carter Area Engr.		SIGNATURE G. K. Hossner Original signed by G. T. CHRISTIANSON	
TITLE Area Engineer	DATE 10/23/84	TITLE Field Operations Engineer	DATE 10/23/84

FORM FHWA 1446B (Rev. 2-84) PREVIOUS EDITIONS MAY BE USED.

9630

5

November 2, 1983

United States Fidelity & Guaranty Co.
PO Box 1701
Portland, OR 97207

CON 5
#9630

Gentlemen or Ladies:

On November 1, 1983, we wrote to you concerning release of final payment on Contract No. 9630 awarded to Don Haisch Construction, Inc. for work on the Umatilla River (Hinkle) Bridge Section of the Hermiston Highway in Umatilla County.

Final payment on this contract is $1,000 and the total contract amount is $55,932.08. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm

cc: Don Haisch Construction, Inc.
2119 SE 186th
Portland, OR 97233

bc: C. T. Keasey
Walt Hart
Robert D. Hector

9630

FORM 734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Umatilla River (Hinkle) Br.	WEEK ENDING: Oct. 1, 1983	SECTION PREFIX: 130-1087
HIGHWAY: Hermiston	COUNTY: Umatilla	
NAME OF JOB: Umatilla River (Hinkle) Bridge	KIND OF WORK: Deck Overlay	
CONTRACTOR: Don Haisch Constr. Inc.	CONTRACT NUMBER: 9630	FEDERAL AID PROJECT NUMBER: F-76(8)
DATE OF CONTRACT: May 3, 1983	DATE WORK STARTED: June 27, 1983	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS: SPECIFIED CALENDAR DAYS:	WORK DAYS USED: CALENDAR DAYS USED:
PROJECT AUTHORIZATION: $ 68,954.19	SPECIFIED COMPLETION DATE: July 31, 1983	PERCENT OF TIME ELAPSED:
EXCLUSIVE OF ENGINEERING: $ 62,931.99	ENGINEERING AUTHORIZATION: $ 6,022.20	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 56,502.80	ENGINEERING COST TO DATE: $ 6,644.20	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 88
ESTIMATED PERCENT ~~OVERRUN~~ UNDERRUN: 10.2 %	PERCENT OF AUTHORIZATION: 111 %	DATE PROJECT WAS COMPLETED: July 28, 1983

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	2318A							
PERCENT	100							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

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OCT 3 1983
CONSTRUCTION SECTION
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GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	********NO ACTIVITY, PROJECT COMPLETE********
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

We received the certification on the galvanizing for the grates and submitted third notification Sept. 26, 1983. Therefore this is the final Weekly Report for this project.

SIGNED M J Gardner LOCATION Hermiston
M.J. Gardner, Proj. Mgr.

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRI ND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

9630

5

STATE COPY

rn

cc: H. S. Coulter

Region (HCM-010)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINSTRATION

INITIAL REPORT

REGION NO. 10	**REPORT NO.** 1	**COUNTY** Umatilla	**DIVISION** Oregon
DATE OF INSPECTION 7-18-83	**INSPECTION MADE BY** David B. Carter, Area Engineer		**PROJECT NO.** F-76(8)

IN COMPANY WITH

Mike Gardner, Project Manager, OSHD

LOCATION

Umatilla River Crossing on Oregon signed Route 207 approximately 1/2 mile north of I-84 in Umatilla County, Oregon

CONTRACTOR NAME AND ADDRESS

Don Haisch Construction, Inc., 2119 S. E. 186th, Portland, OR 97235

AWARD DATE 5-3-83	**CONTRACT AMOUNT** $58,822.00	**TIME ALLOWED** 7-31-83	**TIME STARTED** -	**WORK STARTED** 6/27/83
QUALITY OF WORK Satisfactory	**PROGRESS OF WORK** Satisfactory	**TIME ELAPSED** -	**WORK COMPLETED** 75%	

REMARKS

UMATILLA RIVER (HINKLE) BRIDGE SECT
HERMISTON HIGHWAY
Deck Overlay

NOTED
W. E. SCHWARTZ
✓

RECEIVED
STATE HWY ENGR
AUG 24 '83
REFER TO Keasey
FOR
Info | Inves | R/D | D/R | Sign | Act | File

8/24

This project provides for the repair of faulty areas of the existing deck and a structural overlay of the entire deck using a latex modified concrete.

Work Completed

The conctractor is nearly complete with the deck preparation work.

Work in Progress

None

Comments

Present plans are to place concrete on Thursday and Friday of this week. The pours are scheduled to begin in the early hours of the morning (3-4 AM) and be complete before the hotter weather of the day.

This project specified that the surface preparation equipment be limited to abrasive power blast equipment using a "sand blast" technique except for areas near barriers or drains which could not be reached by the equipment. Hand removal methods were approved for those areas. The power blast process appears to clean the concrete surface but does not do much cutting into the concrete to produce a fresh surface. The contractor demonstrated a device called a scabbler

(continued)

which is a light weight mechanical hammer which turns when it hits the concrete surface. The impact of the hammer can be regulated from light to heavy within the operating range of the equipment. This device leaves a very nice surface on which to place the overlay and does not appear to damage the deck. The contractor indicated that he felt he could also do this work cheaper using this equipment. It is my understanding that this equipment has since been approved for use in this type of work.

The proper construction signs were in place at the time of this inspection.

A recent overlay project which included work in the vicinity of the bridge left asphalt concrete pavement on the bridge ends. This material had to be removed from the deck surface and had not been specifically noted in the plans or special provisions. The contractor may request extra compensation for this work.

Bid Item No. 6, Class 2 Preparation, was reviewed in connection with progress estimate number one (7-5-83). The quantity entered in the estimate was 13.2 square yards. Field notes documented this quantity.

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NO.

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FEDERAL-AID PROJECT AGREEMENT

State: Oregon
County: Umatilla
Project No.: F-76(8)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Umatilla River (Hinkle) Br. Section

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	4-6-83	0.059
OTHER *(Specify)*		

FUNDS PRO RATA 88.15%

ESTIMATED TOTAL COST OF PROJECT $ 68,954.00	FEDERAL FUNDS $ 60,782.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By Gary A. Potter
Manager, Program Section
(Title)
XXX For: H.S. Coulter, P.E.
State Highway Engineer
(Title)
By
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
By
(Division Administrator)
For: Dale E. Wilken
Date executed by Division Administrator 7-11-83

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

Oregon State Highway Division
Salem, Oregon July 5, 1983

Federal Aid Project
No. F-76 (8)

Umatilla River (Hinkle) Bridge Section
Hermiston Highway
Umatilla County

PROJECT AGREEMENT ESTIMATE

Type Code X021
Structure, Bridge No. 2318B

Mobilization	All Required		$	5,000.00
Temporary Protection and Direction of Traffic	All Required			1,000.00
Temporary Signs	178 Sq. Ft.	15.00		2,670.00
Temporary Continuous Rail Traffic Barriers, Reflectorized	50 Lin. Ft.	15.00		750.00
Class 1 Preparation	899 Sq. Yd.	10.00		8,990.00
Class 2 Preparation	180 Sq. Yd.	75.00		13,500.00
Class 3 Preparation	20 Sq. Yd.	50.00		1,000.00
Furnish Latex Modified Concrete	44 Cu. Yd.	400.00		17,600.00
Construct Latex-Modified Concrete Surfacing	899 Sq. Yd.	8.00		7,192.00
Install Grates	6 Each	100.00		600.00
Expansion Joint, Single	52 Lin. Ft.	10.00		520.00
			$	58,822.00

Anticipated Items

Permanent Pavement Striping	All Required		$	1,400.00
		Subtotal	$	60,222.00
		Engineering		8,732.00
		Total	$	68,954.00
Length of Structure				0.059 mi.

Federal Funds (88.15%)	$	60,782.00
State Funds		8,172.00
Total	$	68,954.00

Group 1	100%
Contract No.	9630
Prefix:	130-1457
Prefix:	130-1087

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-76(8)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Umatilla

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 30072

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 4/6/83

8. FEDERAL ROUTE NUMBER Primary 76

9. STATE ROUTE NUMBER Secondary 333

10. GENERAL LOCATION:
Umatilla River (Hinkle) Bridge Section

11. GENERAL DESCRIPTION OF WORK
Bridge deck overlay (3R)

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)*
Permanent Pavement Striping S. F. $1,400

13. REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's 4/4/83 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $111,824 Federal Funds $98,572.

A signed copy of the Title Sheet is returned herewith.

RECEIVED
STATE HWY ENGR
APR 13 '83
REFER TO Potter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

u/pll
4/14

14. DATE 4/6/83

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

DES 23
2318B

R. D. Hector
Region V Engineer

November 15, 1982

E. S. Hunter
Assistant State Highway Engineer
Technical Services Branch

Subject: Umatilla River (Hinkle) Bridge
Hermiston Highway
Umatilla County
Bridge 2318B

I agree with the proposed July 1983 closure period to allow repair and latex concrete overlay of the Umatilla River Bridge.

We will be looking at a March or April 1983 letting date. Please proceed with advising the public of our plans.

cc H. S. Coulter (enc.)
D. H. Moehring
J. H. Versteeg "
C. T. Keasey
Walt Hart

WJH:jrb ja

STATE OF OREGON

INTEROFFICE MEMO

TO: E. S. Hunter
Assistant State Highway Engineer
Technical Services Branch

DATE: November 5, 1982

SUBJECT: Butter Creek Road (Umatilla River)
Temporary Bridge Closure During Construction
Hermiston-Old Oregon Trail Highway Section
Hermiston Highway
Umatilla County

I am attaching a copy of a report which analyzes a potential closure of the Umatilla River Bridge on the Hermiston Highway.

The question was developed in considering that the deck replacement could be done for much less money with a bridge closure. The closure would require about one month's time.

From the report, I recommend to you that we try for July 1983 bridge closure date. That would probably work out to a May letting date. The Hermiston-Old Oregon Trail contract should be completed at that time.

If you agree, please so advise me. I should then make the public aware of our plans.

R. D. Hector
Region Engineer

RDH/vt
Enc.
cc: Walt Hart
Bill Ferguson

RECEIVED
TECHNICAL SERVICES
NOV 8 '82
REFER TO
[illegible]
FOR
Info ☐ Inves ☐ R/D ☒ D/R ☐ Sign ☐ Act ☐ File ☐

cy-
11-10-82

STATE OF OREGON INTEROFFICE MEMO

TO: R. D. Hector
Region Engineer

DATE: November 4, 1982

SUBJECT: Butter Creek Road (Umatilla River) Bridge Closure
Hermiston-Old Oregon Trail Highway Section
Hermiston Highway
Umatilla County

In response to your request for information concerning potential economic impacts tied to the possible closure of the Umatilla River Bridge on the Butter Creek Highway, the following analysis shows that a number of economic activities are heavy users of the bridge. Approximately ten major firms or economic activities are situated in the area and are heavily dependent on the bridge for economic accessibility to resources and markets.

Sketch Map 1 shows the location of affected economic activities, Table 1 summarizes transportation movements and greatest-least months of impact (during a bridge closure), and sketch Map 2 presents the existing and alternated transportation linkages and mileages.

Simplot. The Simplot Potato Processing facility is by far the largest traffic generator in the area. They operate from August through June with 130 to 140 trucks a day using the bridge. Three-quarters of the raw product (potatoes) come off the freeway - mostly from the Boardman area (80 trucks per day). From 40-50 trips per day are made carrying waste materials between the plant and a feedlot operation near Boardman. Another 10 trips per day over the bridge involve fertilizer and refrigeration trucks. Sketch Map 2 shows that each trip between Simplot and Boardman by the alternate route, (using Westland Road) will require four additional miles of travel. Since Simplot is not operating during July, a bridge closure during this period would be the least disruptive to their operation. Approximately 100 of Simplot's employees also use the bridge, nearly all from the east. However, use of Feedville Road by way of Stanfield would involve little additional travel distance.

Bud-Rich. The Bud-Rich operation is a fresh potato packing facility for which peak operations are from the middle of July to the middle of September. During this period, 30 trucks a day move over the bridge, mostly to and from points west of the area. Some activity also occurs during October and November, but company officials indicated that it was not as significant. The Westland Road alternate transportation route would also involve four additional miles per trip for Bud-Rich (Sketch Map 2).

Pendleton Grain Growers (PGG). PGG operates wheat storage and livestock feed mixing facilities on Feedville Road, and at the Port of Umatilla, with trucking originating primarily from the south in the Butter Creek Valley. July and August are the peak operating times when 25 to 35 wheat and hay trucks per day move over the bridge to PGG facilities at Feedville or at the Port of Umatilla on the Columbia River. With a bridge closure, trucks going to Feedville would be required to go through Stanfield producing 12 additional miles of travel.

Trucks going to the Port of Umatilla would have to move by the way of Westland Interchange and Westland Road requiring four extra miles of travel (Sketch Map 2).

Other Activities. Several livestock feedlot facilities operate in the area, but any adverse impacts would be limited to "inconvenience". Most important cattle movements are during October and November when feeder cattle are shipped in from the east (La Grande and Baker). For the major operator, C & B Livestock on Feedville Road, the trucks would come through Stanfield at no additional distance. Implement dealers in the area are most active during July and August, but the low clearance of the nearby Union Pacific Underpass has largely eliminated use of the bridge for farm equipment movements. United Parcel Service operates a large regional shipping facility near the proposed project. The operation involves eight trucks to the west and 10 from the east. Closure of the bridge would add four miles to the west and no additional distance to the east. The Christmas period, of course, would produce additional UPS trips. The Union Pacific Hinkle Classification Yards are also in the area, but their operation does not involve the use of the bridge.

Summary - Recommendation. Clearly, the Simplot operation is the largest of the economic activities affected, and with 130 to 140 trucks a day moving over the bridge, it would also be the most adversly impacted. In fact, the daily use of bridge by Simplot trucks nearly doubles the truck movements of all other area activities put together (Table 1). Unfortunately, the only period that Simplot is not operating (July), is the month that the next two largest firms (Bud-Rich and PGG) are at peak operations (up to 65 trucks per day). However, Bud-Rich generally does not begin peak operations until July 15th (30 trucks).

The bulk of the trucks using the bridge are moving to and from the west where the alternate route is only four miles longer. Truck movement from the south to PGG's Feedville plant face an alternate route of 12 additional miles (10 trucks per day during July and August), but those going to the Port of Umatilla facility have only four miles extra on the alternate route (25 trucks a day during July and August). However, the trucks originating from the south (Butter Creek Valley) are coming from a number of different farms and therefore the greater out of direction travel to the Feedville facility would be distributed among a large number of individual operators. For truck movements from the east, the alternate route would result in little or no additional mileage.

From the above analysis, a bridge closure during the month of July would result in the least disruption to area economic activity. This recommendation is based on the following data:

(1) July is the only month that Simplot, the area's largest operation with 130-140 daily truck trips over the bridge, would not be affected.

(2) Bud-Rich, the area's second largest operation with 30 daily truck trips, would be affected for no more than one-half the month of July. Most of these affected trips are to the west where the alternate transportation route is just four miles longer.

(3) While the movement of wheat and hay from the Butter Creek area to the PGG facilities at Feedville Road and the Port of Umatilla would be the most adversely affected activity during July (25-35 trucks per day), the additional mileage from the alternate routes (12 and four miles respectively) would be distributed among a number of individual operators. Furthermore, 75 percent or 25 trucks per day are bound for the Port where the alternate route is just four miles longer.

(4) For the remainder of area economic activities, a July bridge closure would be no more than "inconvenient".

John P. Preston
Region Planning Representative

JPP/vt

Table 1

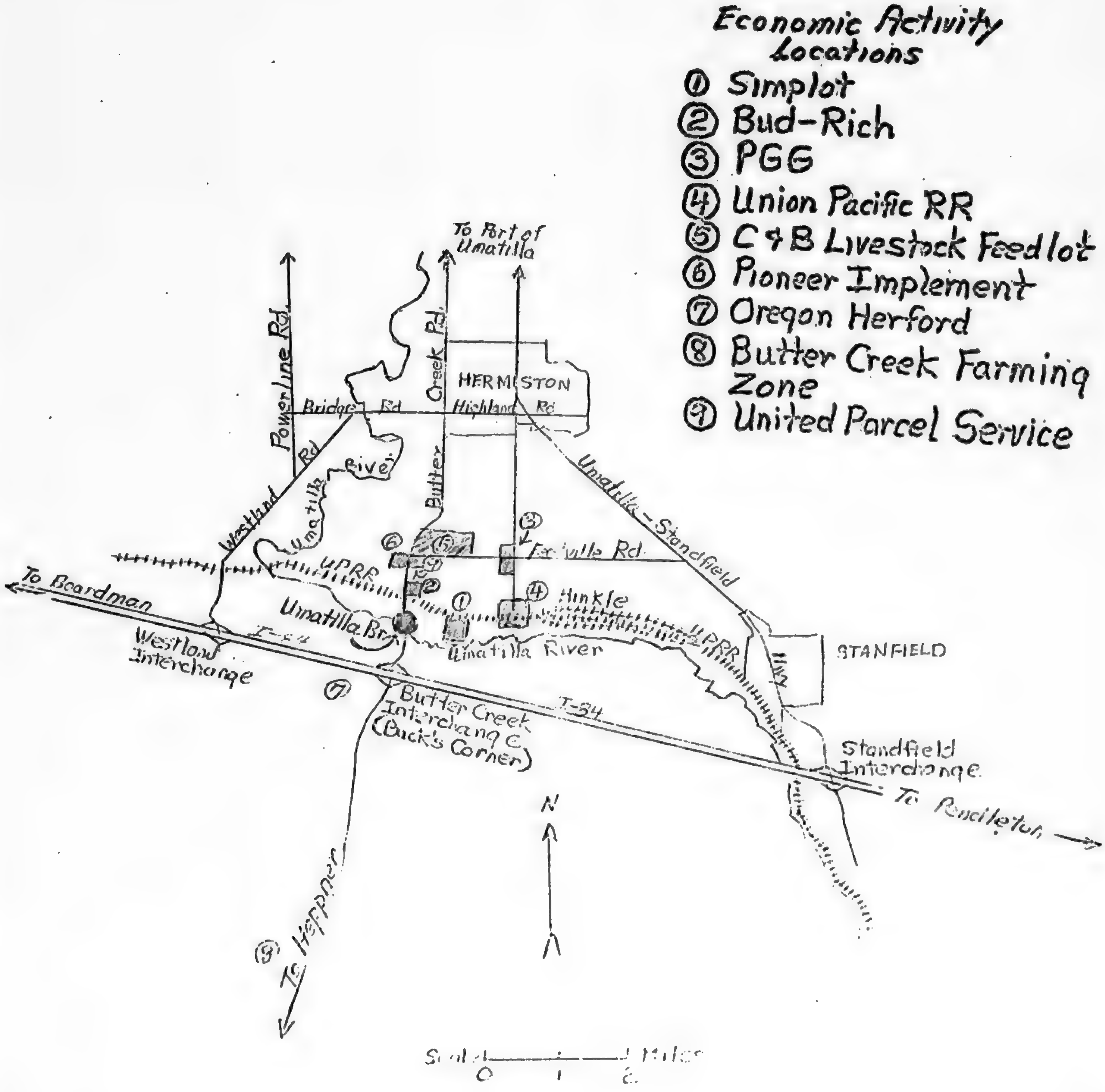
Butter Creek Road (Umatilla River) Bridge

Closure

Affected Economic Activities

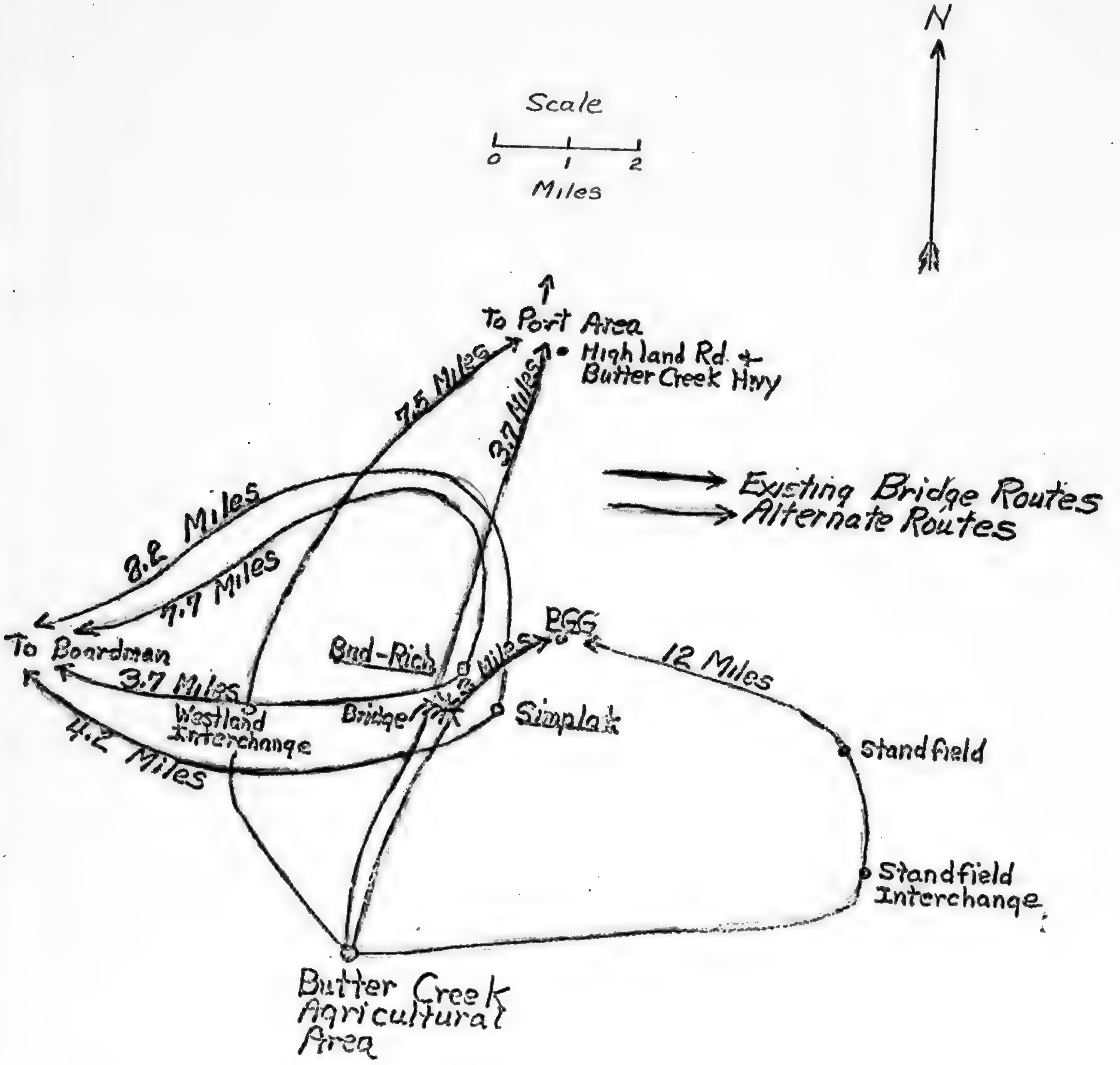
Firm	Type of Economic Activity	Number of Trucks Using Bridge/Day	Direction of Movement	Miles of Out of Direction Travel	Impact Month	
					Greatest	Least
Simplot	Potatoes	80	Boardman(mostly)	4	Aug.-June	July
	Waste to Boardman	40-50	Boardman	4	Aug.-June	July
	Refridgeration Fertilizers	10	East & West	4	Aug.-June	July
Bud-Rich	Fresh Pack Potato	30	Mostly West	4	July-Nov.	Dec.-May
PGG	Wheat Storage Hay	25-35 Feedville - 10 Port - 25	South to North	12 to PGG ~~25~~ 4 to Port	July-August	May-June
UPRR	Classification Yards	-	-	-	-	-
Livestock	Feedlot Hay-Cattle	5-6	East-South to North	from East - 0 South - 13+	May-Nov.	Dec.-April
Implement Dealers	Machinery	Varied	East & West	4	May-Aug.	Oct.-April
UPS	Parcels	18	East - 10 West - 8	4	Nov. - Jan.	Jan.-Nov.

Sketch Map 1
Butter Creek Road (Umatilla River) Bridge Closure
Affected Economic Activities Locations


Economic Activity Locations
① Simplot
② Bud-Rich
③ PGG
④ Union Pacific RR
⑤ C & B Livestock Feedlot
⑥ Pioneer Implement
⑦ Oregon Herford
⑧ Butter Creek Farming Zone
⑨ United Parcel Service
To Port of Umatilla
Powerline Rd.
Butter Creek Rd.
HERMISTON
Bridge Rd
Highland Rd
Westland Rd
Umatilla River
UPRR
Feedville Rd
Hinkle
Umatilla - Standfield
To Boardman
Westland Interchange
I-84
Umatilla Br
Umatilla River
STANFIELD
Hwy
UPRR
Butter Creek Interchange (Buck's Corner)
I-84
Standfield Interchange
To Pendleton
N
To Heppner
Scale 0 1 2 Miles

Sketch Map 2

Existing and Alternate Transportation Linkages and Mileages


N
Scale
0
1
2
Miles
To Port Area
Highland Rd. + Butter Creek Hwy
7.5 Miles
3.7 Miles
Existing Bridge Routes
Alternate Routes
8.2 Miles
4.7 Miles
To Boardman
3.7 Miles
4.2 Miles
Westland Interchange
Bnd-Rich
Bridge
Miles
BGG
12 Miles
Simplot
Standfield
Standfield Interchange
Butter Creek Agricultural Area

STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO

DES 16

TO: W. E. Schwartz
Assistant State Highway Engineer
for Operations

DATE: April 16, 1982

FROM: J. H. Versteeg
Road Design Engineer

SUBJECT: Umatilla Bridge Deck
Hermiston Highway

appr
#7562

We propose to contract the overlay of this section of the Hermiston Highway without deck repair or widening of the Umatilla River structure. Walt Hart has the structure deck repair under study. Later this year they will prepare plans and specifications for a separate contract. This may or may not include widening of the Umatilla River structure depending on the outcome of their review.

JHV:rw

cc: W. J. Hart
R. D. Hector
Don Adams

2

RECEIVED
STATE HWY ENGR
APR 19 '82
REFER TO
FOR
Info | Invs | R/D | D r | Sign | Act | File

1983	Elgin Sec., Wallowa Lake Highway in Elgin. (Deck Replacement)	9631

rll

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

cc: OSHD (Coulter)

REGION NO. 10	REPORT NO. 3	COUNTY Union	DIVISION Oregon
DATE OF REPORT 3/15/85	REPORT MADE BY D. B. Carter, Area Engineer		PROJECT NO. F-7(10)
COMPLETION DATE (Actual) 9/14/83	ACCEPTANCE DATE BY CONRTACT AGENCY 9/22/83	TIME ELAPSED $\frac{118}{210}$ = 98.3 %	CONTRACT TIME 120 calendar days

LOCATION

Grand Ronde River crossing, City of Elgin, Union County, Oregon

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

ELGIN SECTION (CONTRACT 9631)
WALLOWA LAKE HIGHWAY
Bridge Deck Replacement

This project provided for the replacement of part of the deck on the Grand Ronde River Bridge. This is the second Federal-aid project under this Federal-aid number. The first project (contract 9376) provided for the improvement of the Wallowa Lake Highway in the City of Elgin and some widening to the structure.

The final cost of the original contract items was $162,692.80 or a 6.3 percent overrun of the contract bid amount of $153,060. The final cost of the project including all changes and engineering was $185,174.34.

All participating work has been completed.

A final inspection of the completed work was made by FHWA on September 22, 1983.

NOTED
W. E. SCHWARTZ
cy
3/27

RECEIVED
STATE HWY ENGR
MAR 27 '85
REFER TO
Fredrickson
FOR
Info | Inves | R/D | J/R | ign | ct | ite

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original Signed by D. B. Carter Area Engr. D. B. Carter		SIGNATURE [illegible] G. K. Hossner	
TITLE Area Engineer	DATE 3/22/85	TITLE Field Operations Engineer	DATE 3/26/85

FORM FHWA 1446B
(Rev. 2-84)
PREVIOUS EDITIONS MAY BE USED.

December 7, 1983

United States Fidelity & Guaranty Co.
PO Box C19104
Seattle, WA 98109

CON 5
#9631

Gentlemen or Ladies:

On December 1, 1983, we wrote to you concerning release of final payment on Contract No. 9631 awarded to Don Haisch Construction, Inc. for deck replacement on the Elgin Section of the Wallowa Lake Highway in Union County.

Final payment on this contract is $2,000. The total contract amount is $170,111.89 including $6,819.09 for work performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm

cc: Don Haisch Construction, Inc.
2119 SE 186th
Portland, OR 97233

bc: C. T. Keasey
Walt Hart
Robert D. Hector

ort #20 FINAL

FORM 734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Elgin

WEEK ENDING: Oct. 8, 1983

SECTION PREFIX: 31-1016

HIGHWAY: Wallowa Lake

COUNTY: Union

NAME OF JOB:

KIND OF WORK: Deck Replacement

CONTRACTOR: Don Haisch Const. Inc.

CONTRACT NUMBER: 9631

FEDERAL AID PROJECT NUMBER: F-7(10)

DATE OF CONTRACT: May 3, 1983

DATE WORK STARTED: May 24, 1983

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 120

CALENDAR DAYS USED: 119

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 99

PROJECT AUTHORIZATION: $ 181,100.60

EXCLUSIVE OF ENGINEERING: $ 179,201.00

ENGINEERING AUTHORIZATION: $ 14,360.00

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 179,201.00

ENGINEERING COST TO DATE: $ 11,000.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED PERCENT: OVERRUN ~~UNDERRUN~~ . . . . . . 5 %

PERCENT OF AUTHORIZATION . . . . . 77 %

DATE PROJECT WAS COMPLETED: Sept. 14, 1983

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	1996B							
PERCENT	100							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

K

RECEIVED
OCT 10 1983
CONSTRUCTION SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No activity this week
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi-final submitted to Region Oct. 3, 1983

SIGNED Joseph A. Schlieski LOCATION La Grande

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

CONSTRUCTION NARRATIVE REPORT

Project: Elgin (Deck Replacement)
Highway: Wallowa Lake
County: Union
Contractor: Don Haisch Construction, Inc.

Prefix: 31-1016
FA # F-7(1)
Contract: 9631
P.M.: Schlieski

There were no particular construction problems noted. The contractor did an excellent and efficient job.

Stage Detour: The stage construction left traffic with a very narrow one-lane situation controlled by traffic signals. Nothing could have been done about the lane width but in hind sight the northerly warning signs should have been moved farther back from the structure. Traffic approaching the northerly end of the structure had been descending a steep grade for a mile and numerous comments were received from truckers - saying that the warning signs should have extended back 1/2 to 3/4 of a mile farther.

Traffic Signals: The signals worked well, with no problems in their operation. The signals were much more effective than flaggers would have been. I'm certain that signals also are more effective in slowing traffic.

Farm Detour: After a little political pressure a dirt detour route was pioneered on the northside of the river between the Wallowa Lake Highway and Clark Cr. Road for farm equipment that could not utilize the narrow lane on the structure. The landowner donated the use of his property and also allowed some truck activity for wide loads, etc.

Temporary Protection & Direction of Traffic: The temporary protection and direction of traffic set forth on the plans and in the special provisions was substantially adequate. The warning signs on the northerly end of the project should have extended farther back due to the descending grade toward the construction site - another sign that was suggested but not used was a warning sign concerning the maximum possible width for wide loads. We had several complaints from trailer towers and/or special transports that they had no indication that there was a narrow detour with no by-pass.

1 Versteeg ✓
Anderson
2 Adams
Macnab
Stoudenmeyer
Terpin
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OCT 07 1983
ROAD DESIGN SECTION
Do Not File ☐
Return To
Bring Up / /
Action

J.A. Schlieski
10/3/83

STATEMENT OF OVERRUNS AND UNDERRUNS

Project:	Elgin	Contract No.:	9631
Highway:	Wallowa Lake	Prefix:	31-1016-900
County:	Union	F.A. No.:	F-7(10)

Item No.	Item	Unit	Original	Semi-final	± %
	SUMMARY				
	Bid Items	$	153,060.00	162,692.80	+6
	Anticipated Items	$	6,500.00	7,500.00	+15
	Contingencies	$	7,180.20	12,369.32	+72
	Engineering	$	14,360.40	11,000.00	-23
	Total Cost	$	181,100.60	190,201.72	+5
	INDIVIDUAL OVERRUNS AND UNDERRUNS				
5	Temp. Cont. Rail Traffic Barrier Reflect. After the deck obtaned required strength, the temp. guard rail was removed and replaced with this item and moved back 4 ft. to increase the one way lane from 12 ft. to 16 ft.	Lin. Ft.	$3,000.00	$6,945.00	+132
14	Class "C" AC Wearing course on previous contract was stopped approx. 100 ft. short of the structure. Paving on this contract completed all paving work not included on previous contract.	Tons	$5,200.00	$10,648.80	
EWO #1	AdjustingDeck Forms More time was used to correct the area than first est.	All	$3,500.00	$6,133.89	+75

APB   LAG   5   8-15-83   10.45 AM

ATTENTION ALL STATIONS

EFFECTIVE 12 NOON THIS DATE, THE WIDTH RESTRICTION DUE TO CONSTRUCTION AT THE GRANDE RONDE RIVER BRIDGE, HIGHWAY I// 82 MP 20.6 WILL BE FOURTEEN FEET.

TRAFFIC IS RESTRICTED TO ONE WAY, CONTROLLED BY SIGNALS AT EACH END OF BRIDGE, AND BY SIGNS AND FLAGMEN. SOME DELAYS.

SHIRLEY HIATT
VT$\overset{5}{8}\overset{7}{6}$.0$\overset{3}{4}$.$\overset{3}{4}$3930.

K

STATE COPY

rn

cc: H. S. Coulter

Region (HCM-010)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

INITIAL REPORT

REGION NO. 10	**REPORT NO.** 1	**COUNTY** Union	**DIVISION** Oregon
DATE OF INSPECTION 7-20-83	**INSPECTION MADE BY** David B. Carter, Area Engineer		**PROJECT NO.** Contract 9631 F-7(10)

IN COMPANY WITH

Joe Schlieski, Project Manager, OSHD

LOCATION

Grand Ronde River Crossing on the Wallowa Lake Highway in the City of Elgin, Union County, Oregon

CONTRACTOR NAME AND ADDRESS

Don Haisch Construction, Inc., 2119 SE 186th, Portland, OR 97233

AWARD DATE 5/3/83	**CONTRACT AMOUNT** $153,060.00	**TIME ALLOWED** a) 90 calen days b) 120 " "	**TIME STARTED** 5/16/83	**WORK STARTED** 5/24/83
QUALITY OF WORK Satisfactory	**PROGRESS OF WORK** Satisfactory	**TIME ELAPSED** 58	**WORK COMPLETED** 47	

REMARKS

ELGIN SECTION
WALLOWA LAKE HIGHWAY
Deck Replacement

This project provides for the replacement of a portion of the deck on the above structure. This is the second Federal-aid project under this Federal-aid number. The first project (9376) provided for the improvement to the Wallowa Lake Highway in the City of Elgin along with some work on this structure. This project (9631) provides for the remainder of the structural repairs to the deck of the Grande Ronde River bridge.

NOTED
W. E. SCHWARTZ

Work Completed

Structural Shoring	100% complete
Old Deck Removal	100% complete
Deck Forming	50% complete

RECEIVED
STATE HWY ENGR
AUG 24 '83
REFER TO Beasey
FOR
Info
Inves
R/D
D/R
Sign
Act
File

Work in Progress

Forming for the new deck

Comments

The structure was restricted to one way traffic on 6-6-83 and traffic is being controlled by traffic signals. Traffic handling appears to be operating satisfactorily except that the available width is about 12' This is restrictive to some loads. A State Force order has been initiated to construct a low quality detour around the bridge site. This detour is especially important to farmers who have to move wide equipment from one side of the river to the other. Certain other wide loads including

(continued)

some mobile homes cannot cross the structure. The amount of the State Force order is $1500. This work has been completed.

The temporary barricade will be moved out onto the new deck as soon as it is placed. This will provide several additional feet of width and should alleviate the narrow detour condition.

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U. S. DEPARTMENT OF TRANSPORT ON
FEDERAL HIGHWAY ADMINISTR... ION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-7(19)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Union

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 80276

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 5/2/83

8. FEDERAL ROUTE NUMBER Primary 7

9. STATE ROUTE NUMBER Primary 10

10. GENERAL LOCATION:

Elgin Section (Grande Ronde River Bridge)

11. GENERAL DESCRIPTION OF WORK

Install temporary signals

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON AXXXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 5/2/83 as requested by Mr. Keasey's letter of 5/13/83 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 1 is approved for a TEC of $6,500 Federal Funds $5,731.

RECEIVED
STATE HWY ENGR
MAY 26 '83
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

14. DATE 5/23/83

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-75) PREVIOUS EDITIONS MAY BE USED

r11

U. S. DEPARTMENT OF TRANSPORT ON
FEDERAL HIGHWAY ADMINISTR ON

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-7(10)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Union

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 80276

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 5/5/83

8. FEDERAL ROUTE NUMBER Primary 7

9. STATE ROUTE NUMBER Primary 10

10. GENERAL LOCATION:
Elgin Section

11. GENERAL DESCRIPTION OF WORK
Revised utility costs

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* See below

13. REMARKS

As requested by Mr. Swan's letter of 4/11/83 I approve the revised costs for the adjustment of the City of Elgin's water facilities to a TEC of $17,558.67 Federal Funds $15,481.50.

(Increase TEC $8,088.67 Federal Funds $7,130.50)

RECEIVED
STATE HWY ENGR
MAY 16 '83
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

[illegible] 5/16

14. DATE 5/5/83

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hessner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-73) PREVIOUS EDITIONS MAY BE USED

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-7(10)
2. STATE PROJECT NO. See below
2A. COUNTY NAME Union

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.
5. ITEM NO. 80276

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 4/6/83
8. FEDERAL ROUTE NUMBER Primary 7
9. STATE ROUTE NUMBER Primary 10

10. GENERAL LOCATION:
Elgin Section (Grand Ronde River Bridge)

11. GENERAL DESCRIPTION OF WORK
Deck replacement

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)*
Permanent Pavement Striping SF $1,500

13. REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's 4/4/83 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $171,289 Federal Funds $150,991.

A signed copy of the Title Sheet is returned herewith.

RECEIVED
STATE HWY ENGR
APR 13 '83
REFER TO
Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

14. DATE 4/6/83
15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossum
16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

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U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-7(10)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Union

3. FROM
Dale E. Wilken, Division Administrator
FHWA, Oregon Division
Salem, Oregon

4. PROGRAM NO.

5. ITEM NO. 80276

6. TO
Mr. H. S. Coulter, State Highway Engineer
State Highway Division
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 7-14-83

8. FEDERAL ROUTE NUMBER Primary 7

9. STATE ROUTE NUMBER Primary 10

10. GENERAL LOCATION
ELGIN SECTION

11. GENERAL DESCRIPTION OF WORK
Program Change and PS&E Authorization

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)* Program Change

13. REMARKS

As requested by Mr. Swan's March 2, 1983 letter, this will confirm the approval date of February 14, 1983 for the program change adding Preliminary Engineering necessary for the replacement of the bridge deck on the subject project and authorization to proceed at a TEC of $9,300; Federal Funds $8,201.

RECEIVED
STATE HWY ENGR
MAR 23 '83
REFER TO Potter
FOR
Info | Invest | R/D | D/R | Sign | Act | File

original [illegible] 3/23

14. DATE 3-16-83

15. SIGNATURE OF APPROVING OFFICIAL Walach

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No
PRO 6-2

Date: March 2, 1983

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: D.E. Swan, P.E.
Acting Program Section Manager

Subject: Bridge Deck Replacement
Project No. F-7(10)
Elgin Section
Union County
Attn. of: HBR-OR

In reference to your memorandum of February 14, I request your approval that the deck replacement be accomplished under the current project as a separate contract. This request is based on the fact that it is felt the required work exceeds the scope of the existing contract.

If you are favorable to the proposal, I request your concurrence that all costs for preparation of PS&E documents and advertising of a separate contract be charged to the subject project. Furthermore, that the construction engineering for this work will not be charged against the limitations for Contract 9376.

Attached for your information is a copy of the Authority for Survey, setting forth the estimated cost to bring this second stage of work to PS&E Approval.

JLG:bks
cc: Walt Hart
Region 5
Highway Finance
General Files

Form 734-3122

STATE OF OREGON

INTERoFFICE MEMO

TO: D. E. Swan
Acting Project Management Engineer

DATE: February 22, 1983 DES 23

FROM: Walter J. Hart, P.E.
Bridge Engineer

SUBJECT: Deck Replacement
Grand Ronde River Bridge at Elgin
Wallowa Lake Highway
Bridge 1996A

NOTED
E. S. HUNTER

Attached is a letter of February 4 from the FHWA approving our request to replace the deck on the Grand Ronde River Bridge at Elgin. This was the structure which was widened under Contract 9376. We proposed replacement of the old deck as a separate contract, second stage of work, under the previously approved Elgin Section. The estimated cost of the deck replacement is $160,000.

There is heavy tourist traffic in this area after about July 1. In order to complete deck replacement prior to that date, it will be necessary to get the work under contract as early as possible. We suggest a bid date of April 14, 1983. Please take the necessary steps to add this project to the Schedule of Contract Lettings.

WJH:jrb
Attachments
cc: E. S. Hunter
Construction
Region V

RECEIVED
TECHNICAL SERVICES
FEB 23 '83
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Contains Recycled Materials

U.S. Department of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project F-7(10)
Grand Ronde Bridge at Elgin
Wallowa Lake Highway
Deck Replacement

Date: February 14, 1983

From: Division Administrator

Reply to Attn. of: HBR-OR

To: Mr. E. S. Hunter, Asst State Hwy Engr for Tech Serv
Attn: Mr. Walt Hart, Bridge Engineer

Mr. Hart's letter of February 2, explains a poor deck condition on the Grand Ronde River Bridge at Elgin that was not anticipated in the original contract. The removal of several deck panels was not obvious in the initial planning and became apparent after the old asphalt concrete overlay was removed. We have reviewed the site with Mr. Hart and agree that the extent of the necessary work to complete the exising project will cost much more than originally planned. The existing situation points out that the old deck removal and replacement is a viable long term solution.

NOTED
E. S. HUNTER

We agree that the removal should be accomplished. Please proceed with the work and insure that in the future salts will not damage the new concrete surface.

For
Dale E. Wilken

Orig -
2-16-83

RECEIVED
TECHNICAL SERVICES

FEB 15 '83

REFER TO
Hart

FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

February 2, 1983

In Reply Refer to
File No.:
CON 5
9376

TO: Dale E. Wilkens
Division Administrator
Federal Highway Administration

FROM:

Walter J. Hart, P.E.
Bridge Engineer

RECEIVED
TECHNICAL SERVICES

FEB 2 '83

REFER TO

FOR

Info	Inves	R/D	D/R	Elim	Act	File

SUBJECT: Deck Replacement
Grand Ronde River Bridge at Elgin
Wallowa Lake Highway
BR 1996A CON 9376

Contract 9376 on the Elgin Section of the Wallowa Lake Highway calls for widening of the existing Grand Ronde River Bridge and placing of a membrane and asphaltic concrete wearing surface over both the old and the new decks. In the removal of the A.C. from the existing bridge deck, it became apparent that the concrete in the old deck was in very poor condition. A cost study indicates that the most cost-effective, long-term solution is removal and replacement of the old deck. We recommend that replacement of the old deck be undertaken as a separate contract under the second stage of work on the Elgin Section. Your concurrence in that recommendation and approval to proceed to contract is requested.

Prior to the design for the widening of the Grand Ronde River Bridge the existing deck was checked in four locations for chloride contents and general deck condition. The chloride levels were low, and there was no indication of any serious problems with the existing deck. Based on that information, the decision was made to widen the existing structure. No work was anticipated on the old deck.

Cost estimates for two alternate solutions to correct the deficient conditions of the existing bridge deck have been made. One alternate study was a latex-modified concrete overlay of the existing deck. A minimum of six deck panels will have to be completely removed and replaced. In addition, it is anticipated that a substantial amount of Class II work will be necessary. There is a high degree of indeterminacy in attempting to estimate the full extent of Classes II and III preparation work. The estimate for a latex overlay, including a 20 percent allowance for Engineering and Contingencies, is $100,000.

Form 734-3122

The alternate solution, and the one recommended, is to remove and replace the existing deck. This alternate is estimated at $160,000, including a 20 percent allowance for Engineering and Contingencies. The deck replacement alternate is a better finished product and will also remedy a deficiency in deck reinforcement in the existing deck.

The bridge widening under the current contract is estimated to be 95 percent complete with the waterproof membrane and A.C. wearing surface yet to be complete. This work will have to be deleted from the present contract if the proposed deck replacement is contracted.

There is heavy tourist traffic in this area after about July 1. In order to complete the deck replacement prior to that date, it will be necessary to get the work under contract as early as possible. A suggested bid date would be April 14, 1983.

WJH:jrb

cc: E. S. Hunter
D. E. Swan
Region V
Construction

FORM E-30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon 97310

DATE May 3, 1974

TO Hal Versteeg
Road Design Engineer

K. A. Chatwood

FROM K. A. Chatwood
Administrative Right of Way Agent

SUBJECT File 22933 - Peterson Estate
Elgin Bridge Section
Wallowa Lake Highway
Union County

The State does not own the right-of-way free and clear for the area described under this file number. Please provide this office with a legal description of the right-of-way necessary for future needs in this vicinity.

Attached is a memo to the file explaining the steps necessary to clear up the matter of title.

KAC:LS
attachment

1 Versteeg ✓
A. Olson
Temple
2 Scott S
Swanson
E. Olson
Trout

RECEIVED
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Copy
Do not [illegible]
Return [illegible]
Bring up [illegible]
Other

– Parcel des[illegible]
to Hartwood - Viducich
5-8-74
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FORM E-30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon 97310

DATE May 3, 1974

TO File

K. A. Chatwood

FROM K. A. Chatwood
Administrative Right of Way Agent

SUBJECT File 22933 - Peterson Estate
Elgin Bridge Section
Wallowa Lake Highway
Union County

The State does not have title to the right-of-way for this section of the above-described highway. This inadequacy has been known for 15 years or longer, and it has become one of those pass-the-buck files -- nothing seems to end up settling the matter.

To clear up this right-of-way ownership once and for all, the following procedure is to be followed:

1. Design is to furnish the Right of Way Section with a legal description of the right-of-way presently occupied, as well as that needed for future construction in this area.

2. Mr. Viducich will order a title report on the existing and needed right-of-way after a description is obtained.

3. A quitclaim deed is to be prepared for execution by the city of Elgin and Union County, each of those political bodies to convey what necessary rights they have in right-of-way to the State.

4. Another quitclaim deed from the Department of Transportation is to be prepared conveying the areas outside of the necessary right-of-way to either the city of Elgin or Union County, whichever is the appropriate one.

5. No further negotiation will be carried on, even though the title report shows interests of private parties. We will assume that either the City or County have acquired all the interest of those parties by deeds

which have been lost.

6. After all documents are in, they are to be put of record so that the matter can once and for all be closed.

KAC:LS

cc Hal Versteeg
Verne Allen
Harold Brainerd
Tony Viducich

1983 Pacific Hwy. W. at 9632
BiMart & Combs Market,
McMinnville (signals)

June 18, 1984

United States Fidelity & Guaranty Co.
PO Box C19104
Seattle, WA 98109

CON 5
#9632

Gentlemen or Ladies:

On June 8, 1984, we wrote to you concerning release of final payment on Contract No. 9632 awarded to Farnham Electric Co. for traffic signal installation on the Pacific Highway West at Bi-Mart and Combs Market in McMinnville, Yamhill County.

Final payment on this contract is $500.00 and the total contract amount is $23,132.44. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm
cc: Farnham Electric Co.
1050 Lafayette Avenue
McMinnville, OR 97128

bc: C. O. Fredrickson
Walt Hart
Duane Christensen

TRA 7-6

DATE: May 1, 1984

TO: Anthony Yturri, Chairman
Oregon Transportation Commission

FROM: Fred D. Miller
Director

SUBJECT: Traffic Signal Installation
Pacific Highway West at Combs Market Development
City of McMinnville

Our records do not indicate that the cost quoted in Ron Stover's letter match the estimates originally given to Southwest Development Company or the final contract costs by which the final billing is determined. The original amounts discussed with Ron Stover are shown in the attachments.

L. E. George has responded to Mr. Stover's letter of which you have received a copy. I might mention that the Governor's Office also received a copy of Ron Stover's letter and Bud has indicated to Sandy McIntyre of the Citizens' Representative Office that he will send her a copy also.

It appears that we will still be reasonably close to the original estimate, however, not all of the charges against the project have been sent to the Accounting Section. Also, the final payment has not been made to the contractor. For these reasons, Southwest Development Company has not been sent a final billing. The document given to Mr. Stover by Project Manager Arvey Nelson was only a status report of costs on the project, not a final billing.

Bud will work with Mr. Stover to resolve the misunderstanding. I have attached a suggested draft for your use.

Attachments

bc: H. S. Coulter
L. E. George
D. O. Christensen
V. E. Skoog

LEG:ds kkr

SUGGESTED REPLY FOR CHAIRMAN YTURRI'S CONSIDERATION

TRA 7-6

May 1, 1984

Ron Stover
Southwest Development Company
P. O. Box 325
McMinnville, OR 97128

Fred Miller, the Director of the Department of Transportation, has indicated to me that L. E. George, the Highway Division's Traffic Engineer, has responded to the questions in your April 6 letter concerning the traffic signal contract at Combs Food Center on ORE99W in McMinnville.

If there are still details or questions that you wish to review, Mr. George is available to work with you. His telephone number in Salem is 378-6538.

bc: Fred Miller
H. S. Coulter
L. E. George
D. O. Christensen

LEG:ds kkr

STATE OF OREGON
1859

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION

April 23, 1984

In Reply Refer to
File No.
TRA 7-6

Ron Stover
Southwest Development Company
P. O. Box 325
McMinnville, OR 97128

Your letter of April 6 requested information concerning the final costs that have resulted from the installation of the traffic signal at ORE99W and the access into the Combs Market development in McMinnville.

The results of the meeting in Mr. Coulter's office in January 1983 and the several estimated costs that were discussed are shown on the enclosures that I have included for reference.

As you know, the State is required by law to exercise jurisdiction over the State Highway System, including the construction and maintenance of traffic control devices that may be used. In the meeting with you, it was indicated that the traffic signal could be installed either by the City or by the State, but that if the City contracted the installation, it would have to be done through an agreement that provided State jurisdiction over the design and installation. This requirement is necessary to protect the public and governmental agencies from liability exposure. During the discussion, I advised you that if a local governmental agency did the design and installation, certain portions of the work would be duplicated by the State through the design review and construction inspection required by the agreement. Southwest Development Company would be required to pay those costs, so in effect your cost would have been increased.

The total cost shown for which Southwest Development Company was estimated responsible for was $3,319.84 preliminary and construction engineering costs, plus the contract signal cost by either one of two methods. The method using State supplied material (to provide an extremely fast completion time) was chosen at an estimated cost of $56,000 or a total estimated cost of $59,319.84.

The information supplied to you by Arvey Nelson was not represented to you as a final accounting statement. It was a status report that does not reflect a final complete accounting of all charges made to the project. Although all work has been completed, the nature of our accounting system requires considerable time to transmit and assemble all data

4-25-84

into a final itemized accounting statement of the total actual cost. The final payment to the contractor has not yet been made and, therefore, the final billing to Southwest Development Company has not yet been made. There may be a few charges still not received in our Salem Accounting Section.

It is that final itemized statement prepared and transmitted by the Highway Division's Accounting Section that Southwest Development is obligated under the agreement (copy enclosed) to pay. I am told that as of the current date, the amount outstanding against the contract is $4,930.66. I believe that there are still some paving charges that have not yet been received and added to the total cost.

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Traffic Engineer

LEG:ds
Enclosures

cc: Sandy McIntyre

bc: Fred D. Miller
H. S. Coulter
E. S. Hunter
Frank Griffin
Arvey Nelson

RECEIVED
DOT DIRECTOR
APR 24 '84
REFER TO
FOR
Info Inves R/D D/R Sign Act File

Bud

Southwest Development Co.
P.O. Box 325
McMinnville, Oregon 97128
472-0051

APRIL 6, 1984

MR. BUD GEORGE
DEPARTMENT OF TRANSPORTATION
TRANSPORTATION BUILDING
SALEM, OREGON 97310

RE: TRAFFIC SIGNAL AT COMBS FOOD CENTER, MCMINNVILLE, OREGON

DEAR MR. GEORGE:

APPROXIMATELY A YEAR AND A HALF AGO, WE PURSUED THRU THE BOARD OF COMMISSIONERS PERMISSION TO MOVE FORWARD AND INSTALL A TRAFFIC SIGNAL AT COMBS FOOD CENTER ON HWY 99 IN MCMINNVILLE.

WE ALSO HAD AN OPINION LETTER OFFERED DOWN BY THE GOVERNOR THAT GAVE US THE AUTHORIZATION TO PLACE THAT SIGNAL AT THAT LOCATION AND TO CONTRACT THAT PLACEMENT PRIVATELY THRU ACCEPTABLE CONTRACTORS TO THE STATE. AFTER A NUMBER OF MEETINGS WE DECIDED TO ACCEPT YOUR RECOMMENDATION NOT TO DO THE SIGNAL PRIVATELY FOR REASONS YOU SPELLED OUT TO US AT THAT MEETING. YOU ALSO WENT ON TO STATE THAT THE STATE HIGHWAY COULD PROVIDE THAT SERVICE AT A COMPETITIVE, OR BETTER THAN, MARKET PRICE. WE CONTINUED MEETING WITH YOU AND WE WERE SUPPLIED COST ESTIMATES FOR THE PROJECT WHICH I HAVE ENCLOSED. IN ADDITION TO THOSE COST ESTIMATES, WE WERE REPRESENTED THAT THE FIGURE WE WERE LOOKING AT WOULD PROBABLY NOT EXCEED $51,000.00. THE COST EXTIMATES CAME IN AT $49,000.00 AND THAT WOULD ALLOW SOME ROOM FOR CONTINGENCIES.

THE SIGNAL WAS PUT INTO PLACE AND THERE WERE SOME SMALL PROBLEMS THAT HAVE BEEN WORKED OUT SATISFACTORILY BY MR. NELSON. MR. NELSON BROUGHT US A BREAKDOWN OF THE COST ESTIMATES FOR THE PROJECT AND HAD THE PROJECT FINISHING IN THE AREA OF $47,000.000 WHICH WAS UNDER THE ORIGNAL ESTIMATE. I HAVE ENCLOSED MR. NELSON'S INFORMATION THAT WAS PROVIDED TO US.

THE SITUATION THAT EXISTS NOW, MR. GEORGE, IS THAT WE HAVE BEEN CONTACTED BY PETE GONZALEZ OF YOUR DEPARTMENT, AND INFORMED BY PETE THAT WE OWE APPROXIMATELY $18,000.00. IF WE PLACE THAT MONIES, PLUS THE MONIES WE HAVE ALREADY PAID, IT WILL BRING THE COST OF THE SIGNAL OVER THE ORIGINAL COST ESTIMATES. WE HAVE BEEN FURTHER INFORMED BY MR. GONZALEZ THAT HE WISHES TO HOLD ANOTHER $8,000.00 OF OUR MONEY IN RESERVE TO TAKE CARE OF ANY BILLS THAT SHOULD COME IN. FOR THE LAST TWO MONTHS WE HAVE PRESSURED HIM FOR JUST A FINAL COST ACCOUNTING RATHER THAN TAKE AN OPEN ACCOUNT AND BE ABLE TO CHARGE JUST ABOUT ANYTHING HE WANTS INTO THAT ACCOUNT. IF WE FOLLOWED MR. GONZALEZ RECOMMENDATION, OUR SIGNAL LIGHT COULD COST US IN EXCESS OF $60,000.00.
WE COULD HAVE PRIVATELY DONE THIS PROJECT FOR NOT MORE THAN $55,000.00, SO I HAVE A PROBLEM UNDERSTANING SOME OF THE EARLIER EXPLANATIONS THAT WERE GIVEN TO ME AS FAR AS THE BENEFITS WE WOULD RECEIVE BY ALLOWING THE STATE HIGHWAY TO INSTALL THE SIGNAL.

WE HAVE ATTEMPTED TO KEEP UP OUR END OF THE BARGAIN WITH MR. GONZALEZ BUT HE WILL NOT BE SPECIFIC ENOUGH TO ALLOW US TO DO SO. WE HAVE ASKED A NUMBER OF TIMES FOR A FINAL ACCOUNTING ON OUR PROJECT. WE HAVE RECEIVED ONE FROM THE PEOPLE THAT WERE RESPONSIBLE FOR PUTTING THE PROJECT IN, THAT BEING PRIMARILY MR. NELSON. NOW WE HAVE MR. GONZALEZ WHO INFORMS US THAT THERE ARE ADDITIONAL CHARGES BUT HE REFUSES TO BE SPECIFIC.

THE PROJECT HAS BEEN DONE FOR OVER FOUR MONTHS AND I HAVE A HARD TIME UNDERSTANDING WHAT OUTSTANDING BILLS COULD EXIST TO BE CHARGED TO US. WE PLACED A LETTER OF CREDIT WITH YOU AT THE TIME FOR OUR PORTION OF THE SIGNAL AND BI-MART, WHICH WAS PARTICIPATING IN THE EXPENSE, PAID $15,000.00. WE MOVED FORWARD WITH WHAT WE THOUGHT WAS AN UNDERSTANDING. AT THIS TIME MR. GONZALEZ REFUSES TO BE SPECIFIC OTHER THAN HE IS DEMANDING THAT THE BANK HONOR THE LETTER OF CREDIT AND HE IS DRAWING ON THAT LETTER APPROXIMATLY $18,000.00. IN ADDITION TO THAT HE INFORMS US HE IS GOING TO RETAIN ANOTHER $8,000.00. HE HAS A $30,000.00 LINE OF CREDIT TIED UP TO COVER WHAT SHOULD BE $15,000.00 OF BILLS. HE IS TYING UP WHAT COULD EXCEED YOUR ORIGINAL COST ESTIMATES BY APPROXIMATELY $12,000.00. IF MR. GONZALEZ WORKED FOR ANY OTHER BUSINESS IT WOULD BE TOTALLY IMPROPER TO HANDLE AN ACCOUNT IN THE MANNER HE HAD DONE SO. WE DESERVE A FINAL ACCOUNTING OF THE PROJECT. BUT WE ALSO HAVE THE RIGHT TO HOLD MR. GONZALEZ ACCOUNTABLE FOR THE EARLIER COMMITMENTS THAT WERE MADE TO US BY MR. NELSON AND YOUR DEPARTMENT. WE APPREICATE THE OPPORTUNITY TO WORK WITH THE STATE HIGHWAY. WE ARE WORKING WITH YOU ON ANOTHER PROJECT LOCATED IN LINCOLN CITY WHICH YOU HAVE ASKED FOR ALMOST AN ACRE OF GROUND TO BE GIVEN TO YOU TO ALLOW YOU TO FACILITATE A PROJECT AT THE CORNER OF LOGAN ROAD AND HWY 101. WE HAVE AGREED TO DO EVERYTHING YOU HAVE REQUESTED IN LINCOLN CITY. WE WILL RECEIVE SOME BENEFITS FROM THAT PROJECT BUT IN TURN, WE FEEL WE ARE DOING OUR SHARE TO ALLOW THE PROJECT TO MOVE FORWARD. IT HAS ALWAYS BEEN OUR INTENT TO COOPERATE AND TO DO WHAT IS OUR RESPONSITLITY. I FEEL THAT THE MANNER IN WHICH MR. GONZALEZ IS HANDLING THIS IS TOTALLY UNACCEPTABLE TO ME AND I FEEL THAT UNDER ANY OTHER CIRCUMSTANCES WOULD NOT BE ALLOWED TO ACT IN THIS MANNER.

WHAT I FEEL NEEDS TO TAKE PLACE AT PRESENT IS THE STATE HIGHWAY SHOULD JUSTIFY WHAT THE FINAL COSTS WERE ON THAT SIGNAL. WE SHOULD STAY WITHIN THE COST ESTIMATES OF MR. ARVAY NELSON WHO HAS GIVEN TO US A DETAILED ACCOUNTING OF THE TOTAL PROJECT. I MIGHT ADD THAT I HAVE ENCLOSED THAT AND IT IS EXACTLY IN LINE WITH WHAT WE AGREED UPON ORIGNINALLY. WE ARE PREPARED TO CLOSE THIS SITUATION OUT BUT WE FEEL THAT IT SHOULD BE DONE IN THE MANNER IN WHICH IT STARTED AND THAT EVERYONE SHOULD HONOR THEIR ORIGINAL POSITION. IF YOU COULD RESPOND TO THIS I WOULD APPRECIATE IT. I KNOW THAT YOU ARE VERY BUSY BUT IT WOULD BE TO EVERYONE'S INTEREST IF WE COULD PUT THIS SITUATION TO BED AS SOON AS POSSIBLE.

THANK YOU FOR YOUR CONSIDERATION. LOOKING FORWARD TO THE PROJECT WE ARE PROPOSING TO DO WITH YOUR DEPARTMENT IN THE FUTURE. I CAN ASSURE YOU WE WILL ALWAYS DO OUR FAIR SHARE AS FAR AS THE STATE HIGHWAY DEPARTMENT IS CONCERNED.

SINCERELY,

Ron Stover
RON STOVER

CC: WARD GREENE, ATTY.
PETE GONZALEZ
ANTHONY YTURRI
ARVAY NELSON
NEWS-REGISTER

RECEIVED
DOT DIRECTOR
APR 16 ~~1~~9 '84
REFER TO
B George
FOR
Info ☐ Invest ☐ R/D ☑ D/R ☐ Sign ☐ Act ☐ File ☐

Yturri handed to FM

for Yturri
Went to Bud on 4-19

STATEMENT OF OVERRUNS AND UNDERRUNS

SECTION: Pacific Hwy W @ Bi-Mart & Combs Mrkt.
HIGHWAY: 99W
COUNTY: Yamhill

CONTRACT #: 9632
PREFIX #: 36-8246
F.A.P. #: State Job

Item	Contract Amount	Semi-Final Amount	%(+ or -)
Bid Items	$19,989.00	$20,218.20	+1.1%
Anticipated Items	23,370.00	19,404.42	-17%
Contingencies	1,951.16	0.00	-100%
Engineering	4,335.90	5,000.00	+13.3%
Total	$49,646.06	$47,536.86	-4.2%

All substantial changes were evaluated and only those listed below meaningfully affected the total project cost.

INDIVIDUAL OVERRUNS AND UNDERRUNS

No.	Item	Contract Quantity	Final Quantity	%(+ or -)

No substantial changes were evaluated to meaningfully affect the total project cost.

PAC HWY - BI-MART&COMBS MRKT(MCMNVLE)
IGHWAY WEST
IC SIGNAL INSTALLATION

SPECIFIED COMPLETION
A) 60 CD
B)
C)

EXTENSION

APPROVED

USED
58 CD

CONTRACTOR FARNHAM ELECTRIC CO.

CONTRACT NO. 9632
F.A.P.
PREFIX 036 8246
AWARDED 05 19 83
ESTIMATE NO. ~~002~~ 3
SEMI-FINAL

WORK DONE TO.
~~ESTIMATED~~ DATE OF COMPLETION 8/2/83

	ITEM NAME / UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT	PERFORMED TO DATE 08/02/83 QUANTITY	PERFORMED TO DATE 08/02/83 AMOUNT	TO COMPLETE 0C/02/83 QUANTITY	TO COMPLETE 0C/02/83 AMOUNT	GROUP NO.	PERFORMED SINCE LAST ESTIMATE QUANTITY	PERFORMED SINCE LAST ESTIMATE AMOUNT
	FREDRICKSON GN ENGR										1P		
	ARVEY NELSON PROJECT MANAGER										1P		
01	TEMPORARY PROTECTION AND DIR OF TRAFFIC LUMP SUM	3000000	100000	30000	100000	30000	100000	30000			9N		
002	TEMPORARY SIGNS SQ FT	45000	200000	90000	132600 ~~200000~~	59670 ~~90000~~	132600 ~~116600~~	59670 52470	~~83400~~	~~37530~~	9N	16000	72
003	TEMPORARY BARRICADES EACH	1000000	4000	40000	4000	40000	4000	40000			9N		
004	FLAGMEN HOUR	150000	50000	75000	85500	128250	85500	128250			9N		
005	SIDEWALK RAMPS EACH	3250000	2000	65000	2000	65000	2000	65000			9N		
006	TRAFFIC SIGNAL INSTALL COMPLETE LUMP SUM	167690000	100000	1676900	100000	1676900	100000	1676900			9N		
007	OPTICOM EQUIPMENT INSTALLATION LUMP SUM	2200000	100000	22000	100000	22000	100000	22000			9N		
	TOTALS FOR ORIG. CONTRACT			1998900		~~2052150~~ 2021820		~~2014620~~ 2021820		37530			
	TOTALS ALL EXCEPT F.A.					~~2052150~~ 2021820		~~2014620~~ 2021820		37530			
	• TOTAL PAY COSTS			1998900		~~2052150~~ 2021820		~~2014620~~ 2021820		37530			

PAC HWY W&BI-MART&COMBS MRKT(MCMNVLE)
PACIFIC HIGHWAY WEST
YAMHILL
TRAFFIC SIGNAL INSTALLATION

SPECIFIED COMPLETION
A) 60 CD
B)
C)

EXTENSION

APPROVED

USED
58 CD

CONTRACTOR FARNHAM ELECTRIC CO.

CONTRACT NO. 9632
F.A.P.
PREFIX 036 8246
AWARDED 05 19 83
ESTIMATE NO. 002

WORK DONE TO:
ESTIMATED DATE OF COMPLETION:

	ITEM NAME / UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT	PERFORMED TO DATE 08/02/83 QUANTITY	PERFORMED TO DATE 08/02/83 AMOUNT	TO COMPLETE 08/02/83 QUANTITY	TO COMPLETE 08/02/83 AMOUNT	GROUP	PERFORMED SINCE LAST ESTIMATE QUANTITY	PERFORMED SINCE LAST ESTIMATE AMOUNT
	STATE FORCE ORDERS												
92001	PERM PAVEMENT STRIPING 94001					150000		15220		~~150000~~	9N		
92002	ST FURN TRF SIG MATERIAL 94002					~~2187000~~ 17 904 42		17 904 42		~~2187000~~	9N		
	SUB-TOTAL STATE FORCES					~~2337000~~ 19 404 42		19 404 42		2337000			
	ADD. ANTICIP. ITEMS												
94001	PERM PAVEMENT STRIPING SFO 1			150000							9N		
94002	ST FURN TRF SIG MATERIAL SFO 2			2187000							9N		
98999	CONTINGENCIES			195116									
99999	ENGINEERING			433590		5 000 00 ~~433590~~		5 000 00 ~~400000~~		~~33590~~			
P.A.3001-A	Revise Traffic Signal L/S	2,914 240				2,914 24		2,914 74					
	GRAND TOTALS			4964606		~~4822740~~ 47 536 86		~~2414620~~ 4753686		2408120			

RESIDENT ENGINEER Jimmy Wiler DATE 12/6/83 DIVISION ENGINEER DATE

9632

F

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION: PACIFIC HWY. WEST @ BI-MART & COMBS MARKET	WEEK ENDING: 3/17/84
		SECTION PREFIX: 36-8246
	HIGHWAY: PACIFIC HWY. WEST	COUNTY: YAMHILL
NAME OF JOB: PAC. HWY. W. @ BI-MART & COMBS MARKET	KIND OF WORK: TRAFFIC SIGNAL INSTALLATION	
CONTRACTOR: FARNHAM ELECTRIC CO.	CONTRACT NUMBER: 9632	FEDERAL AID PROJECT NUMBER: STATE
DATE OF CONTRACT: 5/19/83	DATE WORK STARTED: 5/24/83	ESTIMATED COMPLETION DATE: 7/31/83
AVERAGE FORCE ON PROJECT FOR THE WEEK:	SPECIFIED WORK DAYS	WORK DAYS USED
MEN SUPERVISION	SPECIFIED CALENDAR DAYS 60	CALENDAR DAYS USED 58
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 98
PROJECT AUTHORIZATION: $ 49,646.06		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
EXCLUSIVE OF ENGINEERING: $ 45,310.16	ENGINEERING AUTHORIZATION $ 4,335.90	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 45,310.16	ENGINEERING COST TO DATE $ 5,000.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100
ESTIMATED PERCENT: OVERRUN UNDERRUN 0.0 %	PERCENT OF AUTHORIZATION 115 %	DATE PROJECT WAS COMPLETED: 8/2/83

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	TRAF. SIG.	
----------	----------	----------	----------	----------	----------	100	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	N/A							
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	*************			
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY	*************			

K

RECEIVED
MAR 19 1984
CONSTRUCTION SECTION

CE
CAE π
FOE
OCS
SCS
ESO

OM
CA
LS
TC
FE
CP

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

CONTRACT WORK COMPLETED	8/2/83
SIGNAL TURNED ON	8/8/83
FINAL INSTRCTION	10/20/83
3rd NOTIFICATION	3/9/84

SEMI-FINAL COMPLETED AND SUBMITTED TO REGION 12/28/83

THIS WILL BE THE LAST WEEKLY REPORT

SIGNED LOCATION SALEM

ARVEY D. NELSON PROJ. MANAGER

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

2W

STATEMENT OF OVERRUNS AND UNDERRUNS

SECTION: Pacific Hwy W @ Bi-Mart & Combs Mrkt.
HIGHWAY: 99W
COUNTY: Yamhill

CONTRACT #: 9632
PREFIX #: 36-8246
F.A.P. #: State Job

Item	Contract Amount	Semi-Final Amount	%(+ or -)
Bid Items	$19,989.00	$20,218.20	+1.1%
Anticipated Items	23,370.00	19,404.42	-17%
Contingencies	1,951.16	0.00	-100%
Engineering	4,335.90	5,000.00	+13.3%
Total	$49,646.06	$47,536.86	-4.2%

All substantial changes were evaluated and only those listed below meaningfully affected the total project cost.

INDIVIDUAL OVERRUNS AND UNDERRUNS

No.	Item	Contract Quantity	Final Quantity	%(+ or -)

No substantial changes were evaluated to meaningfully affect the total project cost.

✓ Versteeg
Anderson
Adams
Macnab
Stoudenmeyer
Turpin
Trout
Wakerlig

RECEIVED
JAN 04 1984
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up ..../..../....
Action

VALLEY
COMMUNITY
BANK

P.O. Box 807
McMinnville, Oregon 97128
503/472-0534

September 21, 1983

IRREVOKABLE STANDBY LETTER OF CREDIT No. 107
(Replacign letter of credit No. 106)

Mr. Gary A. Potter, Manager
Program Section
Department of Transportation
Highway Division
Transportation Bldg.
Salem, OR 97310

Dear Mr. Potter:

Valley Community Bank has established an Irrevokable Letter of Credit in your favor at the request of Southwest Development Company to the extent of $34,650.00 to fund the traffic signal at Pacific Highway, McMinnville.

Said funds are available by presentation of your Sight Draft(s) which clearly specify the number of this credit.

Drafts drawn in conformity with the conditions of this Letter of Credit will be honored by us if presented at our Bank on or before October 1, 1984.

Very truly yours,

Richard E. Russell
President

RER:nm

PROGRAM SECTION
MANAGER Go PROJECT UNIT S ✓
33 [illegible]
MAN. ASSIST. ________ PROGRAM UNIT ________
REFER TO ________________
FOR ________________

Original sent to Jan Peterson
9-23-83

4672

VALLEY
COMMUNITY
BANK

May 19, 1983

IRREVOKABLE STANDBY LETTER OF CREDIT No. 106
(Replacing letter of credit No. 105)

Mr. Gary A. Potter, Manager
Program section
Department of Transportation
Highway Division
Transportation Bldg.
Salem , OR 97310

P.O. Box 807
McMinnville, Oregon 97128
503/472-0534

Dear Mr. Potter;

Valley Community Bank has established an Irrevokable Letter of Credit in your favor at the request of Southwest Development Company to the extent of $34,650.00 to fund the traffic signal at Pacific Highway, McMinnville.

Said funds are available by presentation of your Sight Draft(s) which clearly specify the number of this credit.

Drafts drawn in conformity with the conditions of this Letter of Credit will be honored by us if presented at our Bank on or before October 1, 1983.

Very truly yours,

Richard E. Russell
President

RER:kb

PROGRAM SECTION
MANAGER ________ PROJECT UNIT ________
MAY 20 1983
MAIL ASSIST. ________ PROGRAM UNIT ________
REFER TO ________________________________
FOR ________________________________

VALLEY
COMMUNITY
BANK

P.O. Box 807
McMinnville, Oregon 97128
503/472-0534

May 17, 1983

IRREVOKABLE STANDBY LETTER OF CREDIT No. 105

Mr. Gary A. Potter, Manager
Program Section
Department of Transportation
Highway Division
Transportation Bldg.
Salem, OR 97310

Dear Mr. Potter:

Valley Community Bank has established an Irrevokable Letter of Credit in your favor at the request of Southwest Development Company to the extent of $49,650.00 to fund the traffic signal at Pacific Highway, McMinnville.

Said funds are available by presentation of your Sight Draft(s) which clearly specify the number of this credit.

Drafts drawn in conformity with the conditions of this Letter of Credit will be honored by us if presented at our Bank on or before October 1, 1983.

Very truly yours,

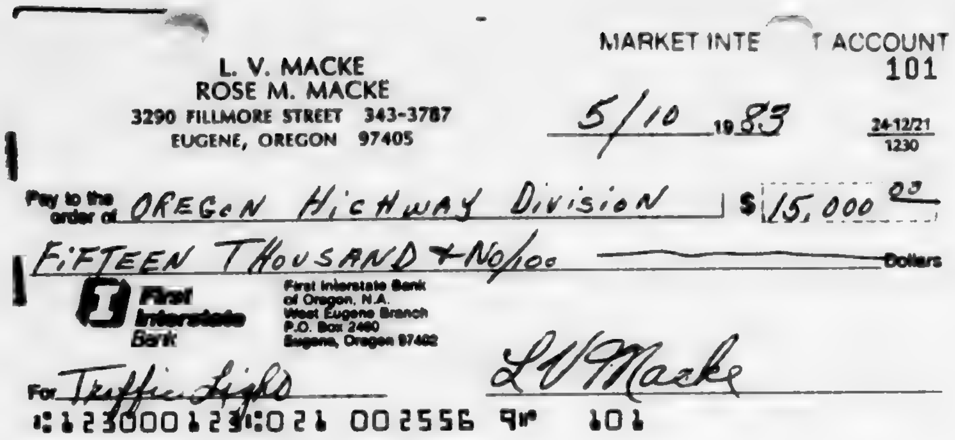
Richard E. Russell
President

RER:nm

49650

PROGRAM SECTION
MANAGER GAP PROJECT UNIT ✓
MAY 1 8 1983
MAIL ASSIST. ________ PROGRAM UNIT ________
REFER TO ________________________
FOR ________________________

96 2-



MARKET INTE T ACCOUNT
101

L. V. MACKE
ROSE M. MACKE
3290 FILLMORE STREET 343-3787
EUGENE, OREGON 97405

5/10 19 83

24-12/21
1230

Pay to the order of OREGON HIGHWAY DIVISION $ 15,000 00

FIFTEEN THOUSAND + No/100 Dollars

First Interstate Bank
First Interstate Bank of Oregon, N.A.
West Eugene Branch
P.O. Box 2460
Eugene, Oregon 97402

For Traffic Light

LV Macke

⑆123000123⑆021 002556 9⑈ 101

Dear Mr. Stover:

On April 28, 1983 we received a satisfactory bid from Farnham Electric Co., 1050 Lafayette Ave., McMinnville, OR 97128 for the traffic signal installation at Pacific Highway West at Bi-Mart and Combs Market in McMinnville.

As described in our Agreement No. 7642, the Company should now submit an advance deposit for the estimated construction cost:

Contractor's Bid		$19,989.00
Anticipated Additional Items:		
Permanent Pavement Striping	$ 1,500.00	
State Furn. Traffic Siganl Mat'ls	21,870.00	$23,370.00
SUBTOTAL		$43,359.00
Contingencies (4 1/2%)		1,951.16
Engineering (10%)		4,335.90
Estimated Construction Cost		$49,646.06

ADVANCE DEPOSIT: $49,650

We will award the contract when we receive your advance deposit in the amount of $49,650, which should arrive not later than May 20, 1983. Make your check or irrevocable letter of credit payable to the Oregon Highway Division, and mail to Highway Division, Accounting Section, Room 434, Transportation Building, Salem, OR 97310.

Very truly yours,

Gary A. Potter, Manager
Program Section

Mr. Bud Macke
Bi-Mart
P.O. Box 2310
Eugene, Oregon 97402

Dear Bud;

Enclosed is a copy of a letter from the Highway Division regarding the traffic signal.

As you can tell, they need the deposit by May 20. We need you to send in your portion at your earlist convenience and we will do likewise. We would like to get this going as of right now, so the urgency of the payment should be a priority.

Thank you for your cooperation and prompt attention to this matter.

Sincerely,

Ron Stover

Ron Stover

May 4, 1983 AGR

City of McMinnville
City Hall
McMinnville, OR 97128 Attn: Marjorie Kerber
City Recorder

Southwest Development Company
P.O. Box 325
McMinnville, OR 97128

MISC. CONTRACTS and
AGREEMENTS No.........

Gentlemen or Ladies:

Attached is a fully executed copy of a cooperative improvement agreement for installation of a traffic signal on the Pacific Highway West at M.P. 38.82.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

fkn

Att.

bc Don Harwell (agree. att.)

TO: Oregon Transportation Commission

SUBJECT: Report of Actions Taken Under Delegated Authority

(1) Options or Other Documents Relating to Property Acquisition (Right of Way)

Number	Name	Consideration
51986	Lindell, Joseph D., et al	$ 2,500.00
52035	Field, Noland M. & Lucy	9,740.00
52863	Pitsch, Garry Owen, et al	22,625.00
53002	Brooks Resource Corporation	-0-
53202	Sampson, Ruth	100.00
53240	Bergau, Arthur J. & Beverly J.	5,725.00
	6 Transactions	$ 40,690.00

(2) A cooperative improvement agreement with the City of McMinnville and the Southwest Development Company for installation of a traffic signal on the Pacific Highway West at M.P. 38.82 (Company Access). The State will design, install and maintain the signal, the City will pay for electrical energy and the Company will pay all costs of design and installation.

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approve all actions listed above and report this action for your official records.

Dated this 28 day of April, 1983

Anthony Yturri

Anthony Yturri, Chairman
Oregon Transportation Commission

APPROVED

STATE HIGHWAY ENGINEER

Date 4/15/83

April 28, 1983

Ron Stover
Southwest Development Company
P.O. Box 325
McMinnville, OR 97128

Dear Mr. Stover:

On April 26, 1983 we received a satisfactory bid from Farnham Electric Co., 2055 Lafayette Ave., McMinnville, OR 97128 for the traffic signal installation at Pacific Highway West at Bi-Mart and Combs Market in McMinnville.

As described in our Agreement No. 7042, the company should now submit an advance deposit for the estimated construction cost:

Contractor's Bid		$19,989.00
Anticipated Additional Items:		
Permanent Pavement Striping	$ 1,500.00	
State Furn. Traffic Signal Mat'ls	21,870.00	$23,370.00
SUBTOTAL		$43,359.00
Contingencies (4 1/2%)		1,951.16
Engineering (10%)		4,335.90
Estimated Construction Cost		$49,646.06

ADVANCE DEPOSIT: $49,650

We will award the contract when we receive your advance deposit in the amount of $49,650, which should arrive not later than May 20, 1983. Make your check or irrevocable letter of credit payable to the Oregon Highway Division, and mail to Highway Division, Accounting Section, Room 434, Transportation Building, Salem, OR 97310.

Very truly yours,

ORIGINAL SIGNED BY
GARY A. POTTER

Gary A. Potter, Manager
Program Section

KEH:pf

bcc w/AD #83-22: Phil Stearns, Region 2
Vern Skoog - Please return completed AD #83-22 when advance deposit is received.

1

Section Pacific Hwy. W. at Bi-Mart & Combs Market (McMinnville) Programming Estimate $

Highway Pacific W. Project Length ~

9622

County Yamhill Completion Time 60 CD

Kind of Work Traffic Signals Est. Comp. Date July 29, '83

Prefix 36-8245 Letting Date April 28, '83 Project No. STATE

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ 33,850^{00} ~~33,350^{00}~~

Anticipated Additional Items:

Royalty Payment.		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping	1,500	
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control		
State Furnished Trfc. Signal Mat'ls.	21,870	$ 23,370^{00}
Roadside Seeding & Mulching		
Asphalt Cement Adjustment		
On the Job Trainees ($0.80 x ____ hrs.)		
State Responsibility for Damages		
Signal Controller Testing		
"OPTICOM" Testing		
Bikeway Signs		
Bikeway Striping & Legend		
Adjust Utilities:		

Subtotal $ 57,220^{00} ~~56,720^{00}~~

Contingencies (4-1/2%) . . . . 2,574^{90} ~~2,552^{40}~~

Engineering (~~8~~, ~~9~~, [✓ 10%]) . . . . 5,722^{00} ~~5,672^{00}~~

~~Subtotal~~ $

Credit for

Estimated Net Authorization, Construction . . . . $ ~~64,944^{40}~~ 65,516^{90}

APPROVED

Road Design Engineer

FINAL DESIGN ENGR.

Rev. 11/81

SUMMARY--BID SCHEDULE--COST ESTIMATE

OREGON STATE

HIGHWAY DIVISION

Section Pac. Hwy. W. @ Bi-Mart & Combs Mkt. (McMinnville)	County YAMHILL	Sheet 1 of 1	
Kind of Work Traffic Signals	Length —	Date 3-23-83	Name Bricher

No.	Item	Code	Unit	Quant.	Unit Cost	Total
1	Temporary Protection and Direction of Traffic		All	All	-	750-
2	Temporary Signs		Sq. Ft.	200	6-	1,200-
3	Temporary Barricades		Each	4	100-	400-
4	Flagmen		Hour	50 40	10-	500-
5	Sidewalk Ramps		Each	2	250-	500-
6	Traffic Signal Installation, Complete		All	All	-	30,000-
7	"Opticom" Equipment Installation		All	All	-	500-

734-1736 (8-81)

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
TRA 7-6

DATE: April 7, 1983

TO: Oregon Transportation Commission

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Proposed Traffic Signal
ORE99W at Bi-Mart
Ron Stover - Southwest Development Company
City of McMinnville

This is a brief status report of the progress on the proposed traffic signal in McMinnville.

The installation agreement was sent to the City of McMinnville, through the Region office, on March 21, 1983.

The Traffic Engineering Section has completed the plans, specifications and estimate, and forwarded them to the Specifications Unit.

The project is scheduled for the April 28, 1983 bid letting, provided that negotiations for the agreement are completed in time.

HSC:ia

bc Fred D. Miller
R. W. Gormsen
E. S. Hunter
R. N. Bothman
W. E. Schwartz
J. L. Sollis
R. L. Schroeder
L. E. George
G. A. Potter
C. O. Fredrickson
George Bell

Section Pacific Hwy. W. at Bi-Mart & Combs Market (McMinnville)
1632
Highway Pacific W.
County Yamhill
Kind of Work Traffic Signals
Prefix 36-8245 Letting Date April 28, '83

Programming Estimate $
Project Length ~
Completion Time 60 CD
Est. Comp. Date July 29, '83
Project No. STATE

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ 33,350^{00}
Anticipated Additional Items:		
Royalty Payment		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping	1,500	
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control		
State Furnished Tfc. Signal Mat'ls.	21,870	$ 23,370^{00}
Roadside Seeding & Mulching		
Asphalt Cement Adjustment		
On the Job Trainees ($0.80 x ____ hrs.)		
State Responsibility for Damages		
Signal Controller Testing		
"OPTICOM" Testing		
Bikeway Signs		
Bikeway Striping & Legend		
Adjust Utilities:		
Subtotal		$ 56,720^{00}
Contingencies (4-1/2%)		2,552^{40}
Engineering (~~8~~, ~~9~~, [✓ 10%])		5,672^{00}
~~Subtotal~~		$
Credit for		
Estimated Net Authorization, Construction		$ 64,944^{40}

APPROVED

Road Design Engineer

cc: Stearns 3-30-83

Rev. 11/81

SUMMARY--BID SCHEDULE--COST ESTIMATE

OREGON STATE

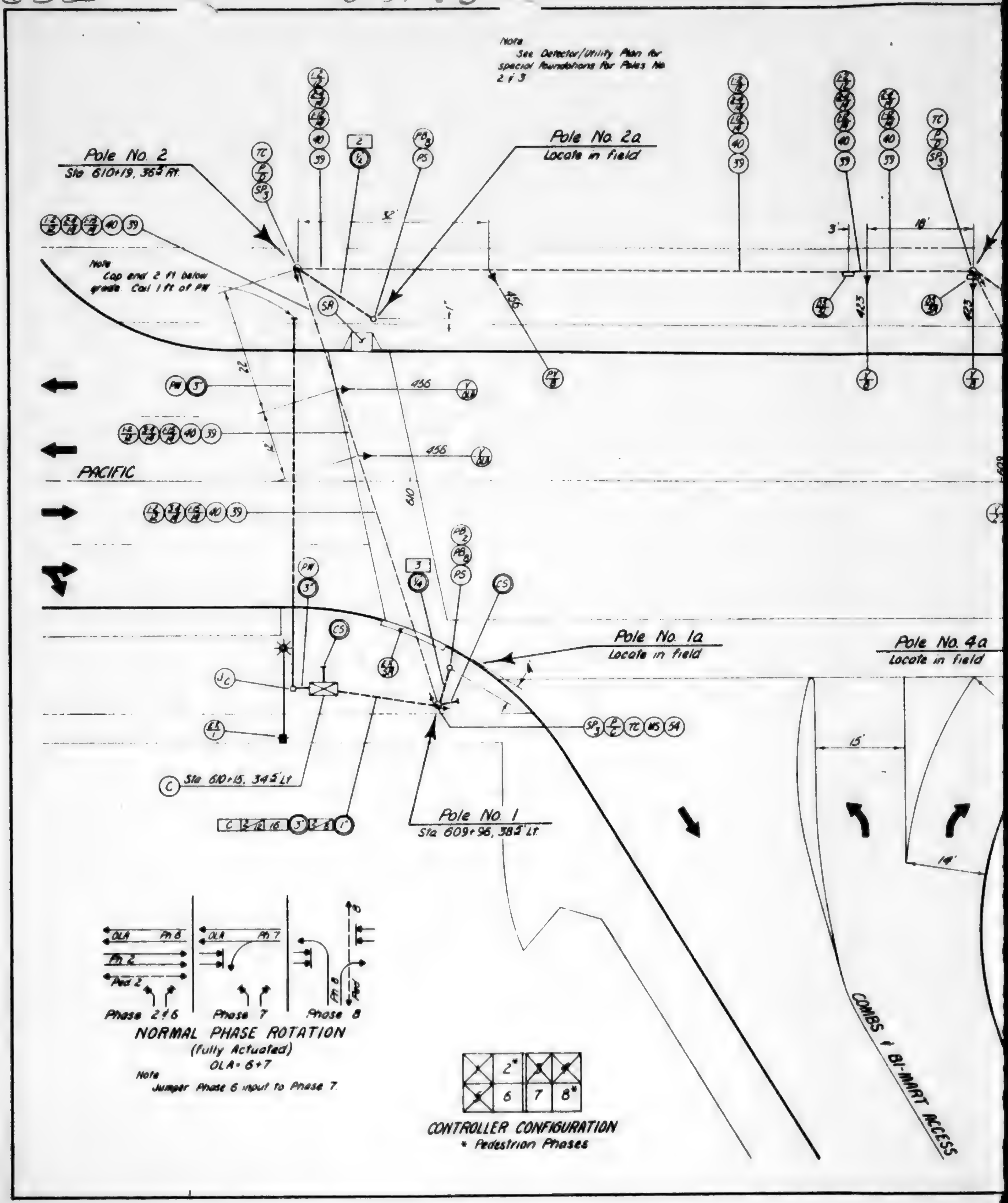
HIGHWAY DIVISION

Section Pac. Hwy. W. @ Bi-Mart & Combs Mkt. (McMinnville)	County YAMHILL	Sheet 1 of 1
Kind of Work Traffic Signals	Length — Date 3-23-33	Name Bricher

No.	Item	Code	Unit	Quant.	Unit Cost	Total
1	Temporary Protection and Direction of Traffic		All	All	-	750-
2	Temporary Signs		Sq. Ft.	200	6-	1,200-
3	Temporary Barricades		Each	4	100-	400-
4	Flagmen		Hour	50 ~~40~~	10-	500-
5	Sidewalk Ramps		Each	2	250-	500-
6	Traffic Signal Installation, Complete		All	All	-	30,000-

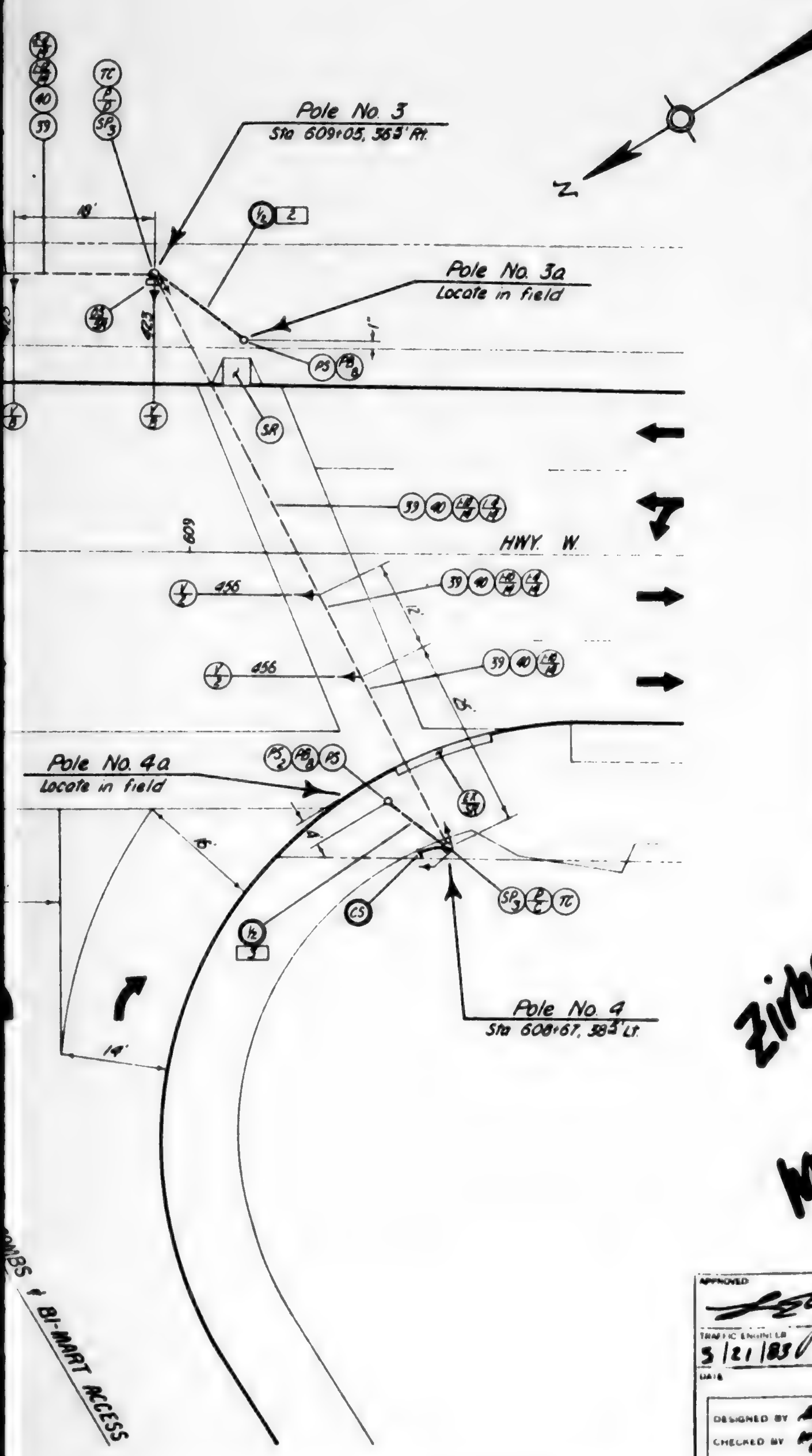
734-1736 (8-81)

9632 3-21-83


Note
See Detector/Utility Plan for special foundations for Poles No 2 & 3
Pole No. 2
Sta 610+19, 36± Rt.
Pole No. 2a
Locate in field
32'
Note
Cap end 2 ft below grade. Coil 1 ft of PW
SR
456
22
610
PACIFIC
TC
SP3
PB8
PS
PB2
CS
PW
3"
2
3
40
39
Pole No. 1a
Locate in field
Pole No. 4a
Locate in field
Jc
C
Sta 610+15, 34± Lt
C
16
3"
1"
Pole No. 1
Sta 609+96, 38± Lt.
SP3
TC
WS
54
3'
18'
423
15'
14'
COMBS & BI-MART ACCESS
OLA
Ph 6
Ph 7
Ph 2
Ped 2
Ph 8
Ped
Phase 2 & 6
Phase 7
Phase 8
NORMAL PHASE ROTATION
(Fully Actuated)
OLA = 6+7
Note
Jumper Phase 6 input to Phase 7.
2*
6
7
8*
CONTROLLER CONFIGURATION
* Pedestrian Phases

SIGNAL PLAN
PACIFIC HWY. W. AT BI-MART & COMBS MKT. ACCESS

SCALE 0 10 20 40 FEET



LEGEND

EX P	Existing power pole (power source)
EX SR	Existing sidewalk ramps
1 C	Install Model 170 controller in 332 cabinet
1 SP3	Install 30 ft., 0 ga. strain pole
PS	Install pedestrian pipe standard (See TES 1489)
1	Install phase (Ph) vehicle signal
1	Install phase (Ph) programmed vehicle signal
1	Install type (T) modified pedestrian signal
1 PB	Install phase (Ph) pedestrian pushbutton with sign
TC	Install terminal cabinet
SA	Install service cabinet with SPST 40 ampere breaker
	Install interior-illuminated left arrow "ONLY" sign
	Install interior-illuminated right arrow "ONLY" sign
CS	Install two-inch galvanized rigid conduit stub - Cap ends
S	Install (S") inch electrical conduit
C	Install one No. 6 type THWN wire (Signal common)
N	Install (N) No. 14 type THWN wire
N G	Install (N) No. (G) type TW wire
	Install (X)-(N) wire No. (G) control cable
59	Install 3/8" galvanized messenger cable
40	Install 1/4" standard galvanized steel tether wire
JC	Install 17" x 10" x 12" concrete pull box with cover
PW	Install pull wire (Coil one foot at both ends)
SR	Install sidewalk ramp (See Drawing 2077)

Ph = Phase shown
T = Type shown
S = Size shown
N = Number shown
G = Wire size

X = Number of cables
456 = 12" R, 12" Y, 12" G
423 = 12" R, 8" Y, 8" G
1 = State supplied materials

Zirbes says Traffic has signed plans 3-29-83 KEH

PRELIMINARY COPY

MAR [illegible]

SUBJECT TO MUTUAL REVIEW

APPROVED
LE George
TRAFFIC ENGINEER
3/21/83
DATE

DESIGNED BY J
CHECKED BY J

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION
TRAFFIC SIGNAL INSTALLATION
PACIFIC HWY. W. AT BI-MART & COMBS MKT. (McMINNVILLE) SEC.
PACIFIC HWY WEST
YAMHILL COUNTY

DATE March 1983
ACCOMPANIED BY DWGS 1470, 1471, 1472, 1473, 1480, 1489, 2090, 2091, 35000, 35010, 2077 & 8536

TE DWG NO. 8535

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

Get update
just prior to [illegible]
Comm meeting.

cy George
3-4

February 23, 1983

TRA 7-6 In Reply Refer to File No.:

NOTED
H. S. COULTER

Ron Stover
Southwest Development Company
P. O. Box 325
McMinnville, OR 97128

As was indicted several weeks ago in the meeting in my office, we have made new manual traffic counts at the three access points into your development adjacent to ORE99W in McMinnville.

First, an estimation was made of the traffic volume redistribution by access location that would occur if the traffic signal were in operation. Next, generated trips were computed and then were prorated as to the hours of operation for the shopping center and added to the redistributed volumes. The end result is that we believe the signal will be warranted based on immediate anticipated use, once it is installed.

In order that work may proceed on the signal, it is necessary to complete a three party agreement with your corporation, the City, and the State. Copies will be transmitted to the City in the near future.

Enclosed are several cost estimates that I indicated would be supplied to you. Since ORE99W is a State highway, it will be necessary for us to either do the design work ourselves or, if done by someone else, to make a very detailed design review. In either case, the State's charges to the developer are about the same. If the field construction engineering is performed by someone other than the State, it is necessary to have a State inspector on the project at all times work is being done. This cost is also charged to the developer. It will be necessary to design the signal based on the final five-lane section planned between Edmunston Street and the Salmon River Highway. In the interest of moving rapidly and at a minimum of cost, I would suggest that the State perform the design work and contract

rm 734-3122

the installation work using State supplied material. It is possible to use a 60-day contract installation time using this method. Design and contract bidding preparation would require about an additional four to six weeks after the agreement is executed by all parties. The agreement will be prepared on this basis, unless you or the City indicate otherwise.

H. S. Coulter
State Highway Engineer

Enc.

cc Joe Dancer

bc L. E. George
C. O. Fredrickson
R. A. Kuehn

LEG:ds ia

STATE OF OREGON

Highway - Traffic

INTEROFFICE MEMO

TRA 7-6

TO: L. E. George
Traffic Engineer

DATE: February 14, 1983

FROM: Walter Clay
Traffic Analyst Walt Clay

SUBJECT: Traffic Signal
ORE99W at Bi-Mart - Stover's Development
City of McMinnville

We were requested to check signal warrants at ORE99W and the north driveway to the existing Bi-Mart and the new development on the north side of Bi-Mart. The development is to include a grocery store, restaurant, and a small office building.

Previous work was done on this using a nine-hour manual count factored to a 24-hour total. These volumes were compared to ADT signal warrants and were about 15 percent short of meeting warrants.

As questions were raised about the ADT warrants, it was decided to redo the study using a 16-hour manual count.

On February 2 and 3, a 16-hour manual count was taken at the existing Bi-Mart driveways and the driveway to the mobile home park north of the new development.

The following are the steps taken to develop trips for warrant comparison:

1. The above counts were modified to reflect changes in the northbound traffic using the driveways. It was assumed that about 80 percent of the northbound traffic from the south driveway and about 50 percent of the northbound traffic from the mobile home court would divert to the signalized driveway.
2. Using the square footage and trip rates from the ITE Trip Generation Manual, trips for the new development were estimated. Of the trips generated, 25 percent were considered diverted from existing volumes and 75 percent would be new trips in the area.
3. It was assumed that the new stores would be open between the hours of 9 a.m. and 10 p.m. The new trips were then added to these hours in proportion of the existing volumes.

The recomputed volumes were then compared to the hourly warrant volumes. The results showing that these new volumes would meet both Warrant I and II volumes.

The difference of meeting warrants in this procedure as compared to not meeting warrants in previous work is in the method of distributing the

Contains Recycled Materials

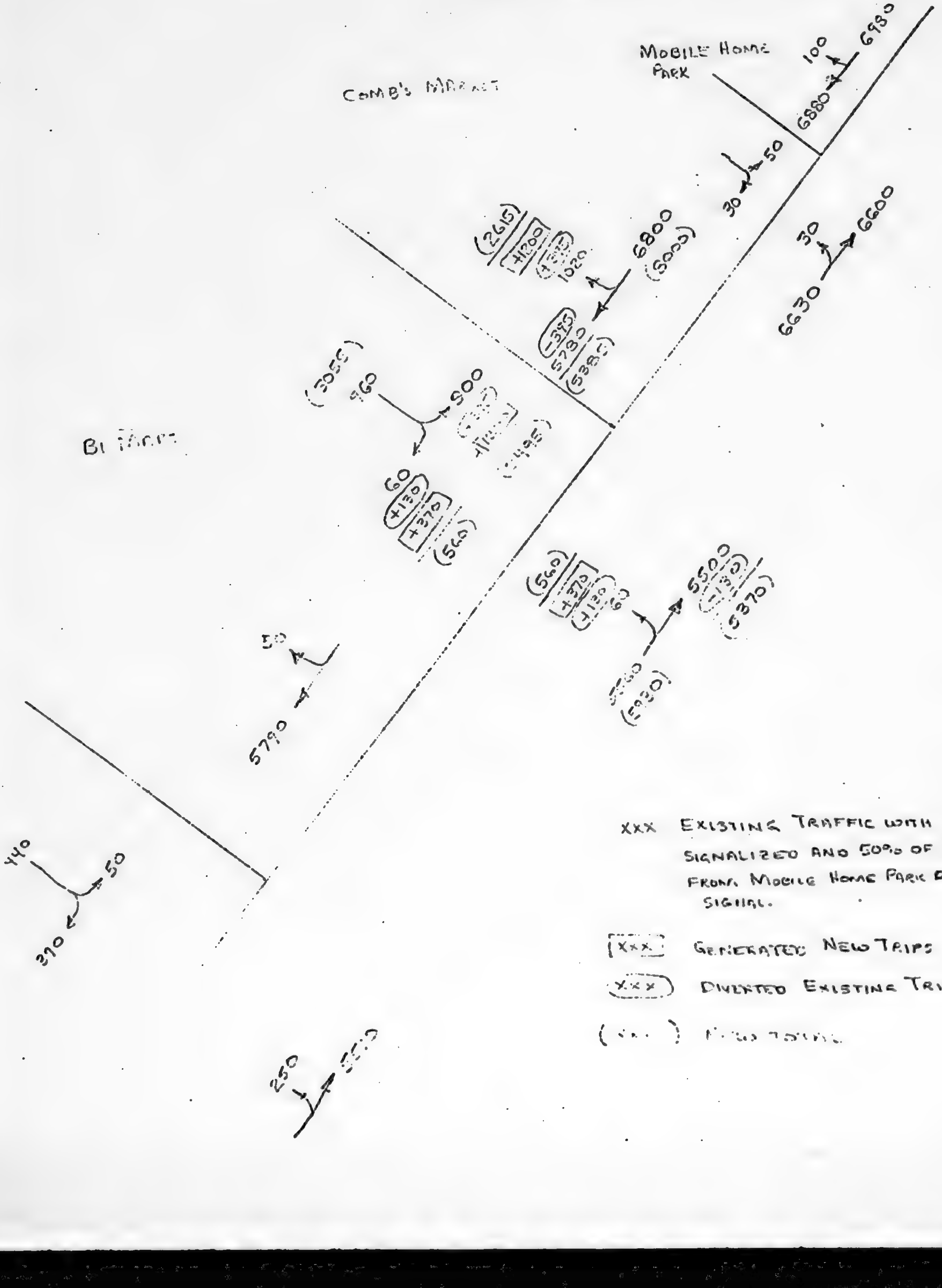
new trips. In the previous work using ADT, the new trips were distributed over a 24-hour period where this method distributed them over a 13-hour period.

WC:ds
Attachments

NEW DEVLOPMENT GENERATION

OFFICE BLDG 2500 SQFT X 12.3 TRIPS/1000 SQFT = 30
STORE 28000 x 125.5 = 3500
RESTAURANT 4000 x 164.4 = 660
4190
x .75

[3140] GENERATED NEW TRIPS
(1050) DIVERTED TRIPS FROM EXISTING TRIPS PASSING


MOBILE HOME PARK
COMB'S MARKET
BI FARM
100
6980
6880
30
50
6800
(5000)
(2615)
+1200
1020
-385
5730
(5380)
30
6600
6630
(3055)
960
900
+1200
(3495)
60
+130
+370
(560)
(560)
+370
+130
60
5500
-130
(5370)
5560
(5930)
50
5790
440
50
390
250
5510

XXX EXISTING TRAFFIC WITH N. DRIVEWAY SIGNALIZED AND 50% OF N.B. TRAFFIC FROM MOBILE HOME PARK DIVERTED THRU SIGNAL.

[XXX] GENERATED NEW TRIPS

(XXX) DIVERTED EXISTING TRIPS

(XXX) NEW TOTAL

DEPARTMENT OF TRANSPORTATION
OREGON STATE HIGHWAY DIVISION
Traffic Engineering Section

TRAFFIC SIGNAL WARRANT COMPARISON*

	11-12	12-1	1-2	2-3	3-4	4-5	5-6	6-7
Hourly Volumes on Major Street - Any 8 Hrs. (Total of both approaches)	1052	119[illegible]	1135	1132	1157	1230	1162	900
Hourly Minor Street Volumes - Same 8 Hrs. (Highest hourly volumes from either approach)	237	320	435	327	347	334	270	327
Hourly Pedestrian Volumes Across Major Street - Same 8 Hrs. (Highest volume crosswalk)								

	Minimum Volume Warrant**		Number of Hours Warrant is Met (8 required)
1. Minimum Vehicular Volume:			
Major Street	600		8
Minor Street	150		8
2. Interruption of Continuous Traffic:			
Major Street	900		8
Minor Street	100		8
3. Minimum Pedestrian Volume:			
Vehicular Volume (Major Street)			
Pedestrian Volume			
4. Accident Experience:			
Preventable Accidents (last 12 months) 1981		8	
Minimum Warrant		5	
5. Systems Warrant:			
Entering Volume (Weekday peak hour)			
Minimum Warrant		800	

Date of Traffic Count FEB 2-3/1983
ADJUSTED FOR NEW SHOPPING

---

* The hourly warrants are those prescribed in the National Manual on Uniform Traffic Control Devices for Streets and Highways, 1971 edition.

** ____ standard warrants used.
____ 70% of standard warrants used due to 85 percentile speed in excess of 40 MPH or isolated community with population less than 10,000.

OREGON DEPARTMENT OF TRANSPORTATION
Highway Division
Traffic Engineering Section
February 1983

TRAFFIC SIGNAL COST ESTIMATE

Pacific Highway West at Bi-Mart Access
ORE99W
McMinnville

PRELIMINARY ENGINEERING COSTS

I.	Review of consultant's plans and specifications (includes field checking)	
	Eight man-day total; all personnel	$ 1,310.00
II.	Preparation of plans and specifications by State Forces (includes field work)	
	12 man-day total; all personnel	2,009.84

CONTRACT SIGNAL COST

I.	Contract bid cost	65,000.00
II.	Contract bid cost with State supplied materials (90-day contract)	41,000.00
	State Material	15,000.00
	Contract Bid Cost	$56,000.00

Proposed Traffic Signal
ORE99W at Bi-Mart
Ron Stover-Southwest Development Company
City of McMinnville

This is a brief report to advise you of the status of the subject project. the field survey for the traffic signal installation has been completed and picked up from the City of McMinnville. If the agreement negotiations with the city and the developer move smoothly and quickly, it is possible that the construction plans for this traffic signal can be started and completed for a May contract letting. The preliminary [illegible] of [illegible] has [illegible] pleted [illegible] the agreement [illegible] possible.

Ron Stover has been notified that we plan on using state-supplied material for the traffic signal installation and a sixty-day contract to expedite the signal installation. If everything goes as planned, the signal should be in operation by August.

DKH:kkr st
3/10/82

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

TRA 7-6

DATE: January 17, 1983

TO: Oregon Transportation Commission

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Traffic Signal Installation
Southwest Development Company Project
Pacific Highway West No. 1W
City of McMinnville

At the December 1982 Commission meeting, Mr. Ron Stover of the Southwest Development Company commented on the proposed traffic signal project at the intersection of ORE99W and the McMinnville Bi-Mart access.

As a result of Mr. Stover's comments, the City and the Highway Division have reviewed details involving the signal as it relates to each agency's responsibilities.

It is believed that the McMinnville City Council and that part of the City neighborhood adjacent to the Bi-Mart development are more than convinced that the signal is needed and should be installed.

There still remains a question as to whether or not the signal meets the warrants contained in our Manual on Uniform Traffic Control Devices, and used as a matter of policy in determining the need for a signal. Our Traffic Engineering staff is working with the City and Mr. Stover to resolve the question. It appears likely that additional information provided by the City will show that the signal does meet warrants. Once that determination is made, a project will be prepared to install the signal at the developer's cost.

bc F. D. Miller
R. W. Gormsen
E. S. Hunter
W. E. Schwartz
R. N. Bothman
J. L. Sollis
L. E. George
V. E. Skoog
C. O. Fredrickson
R. A. Kuehn

1-18
Not sent -
HSC will discuss
w/ Commission

January 4, 1983

Joe Dancer
City Manager
City of McMinnville
City Hall
McMinnville, OR 97128

TRA 7-6

At the December 15 Oregon Transportation Commission meeting, Ron Stover of the Southwest Development Company appeared before the Commission to comment on the traffic signal installation proposed for the access into the Bi-Mart Development.

While there seems to be some difference in the interpretation of the traffic data relating to the proposed signal, I believe part of the present situation results from too little direct contact between the State and the City. It would benefit the Highway Division to have our State Traffic Engineer, L. E. George, meet with you personally and City staff of your choice. The meeting would be of interest to both the City and the State because it will allow a review and exchange of background information and requirements by both agencies.

After the discussion of the signal proposal and related information, it would be desirable at that point to have Mr. Stover participate.

If you wish, I can arrange for a meeting room here in the Transportation Building on January 11 or 12 at a time of your choice.

If you agree to the meeting and will let me know the day you prefer, I will contact Mr. Stover to see if he would be able to attend toward the end of the meeting.

Fred D. Miller
Director

bc Anthony Yturri
H. S. Coulter
W. E. Schwartz
E. S. Hunter
L. E. George
C. O. Fredrickson

LEG:ds fn

GENERAL FILES

CON 3 10
7 McMinnville

NOTED
H. S. COULTER

OREGON DEPARTMENT OF TRANSPORTATION
Highway Division
Traffic Engineering Section

HISTORICAL BACKGROUND
Negotiations with Southwest Development Company
for Proposed Shopping Center Access
Pacific Highway West
McMinnville
December 1982

On November 24, 1981, we received the conceptual design for the subject site development.

Between December 14, 1981, and the present date, there were several meetings held with the City and the developer and a number of letters written back and forth concerning changes in the traffic study prepared by the consultant (Associated Transportation Engineering Planning) and in the site plans and requirements.

On April 21, 1982, we learned that on November 9, 1981, the City, in a letter to the developer, had stated that a left-turn refuge and traffic signal would be required.

On June 16, 1982, we learned that the developer had appealed to drop the requirement for a left-turn refuge and some problems with the traffic analysis were discussed. As a result, a new manual traffic count was obtained with the conclusion at that time that a signal would be required.

On July 15, 1982, the proposed development was redesigned cutting the internal traffic flow between the shopping center and a mobile home/condominium area, thereby requiring a new traffic analysis.

On October 1, 1982, Mr. Stover with the Southwest Development Company was notified that our traffic investigation showed that a traffic signal was not warranted with the plan changes made.

Early in November 1982, Mr. Phelps from Southwest Development Company told us that the City was still requiring a traffic signal and this was followed up by a November 10, 1982, letter from Ron Stover to us asking for permission to install a traffic signal. A copy of our response explaining why a signal should not be installed is attached.

NOTED
[illegible] & COULTER

STATE OF OREGON
Highway Division 378-2626

INTEROFFICE MEMO

TO: C. O. Fredrickson, P.E.
REGION ENGINEER

DATE: December 14, 1982

FROM: David R. Weaver, P.E.
REGION TRAFFIC OPERATIONS SUPERVISOR

SUBJECT: Stover Development
in McMinnville

You requested a brief review of the history regarding this development in south McMinnville. The attached note from Kerry Dayton documents the 17 meetings or actions that have occurred since November 24, 1981. This documents the history starting with our requirement for the developer to give us his plans for mitigating the approach volumes he will generate onto the State Transportation system to provide an adequate level of traffic safety and efficiency for the roadway users. One of the more significant items is that it was not until April 21, 1982, that the Transportation Division became aware that the City of McMinnville would require a left-turn lane and a traffic signal by a letter to the developer on November 9, 1981, two weeks before the Transportation Division notified the developer that a traffic analysis to determine the necessary requirements would be made.

Since July of 1982 several meetings and phone calls have been made. In October of 1982 I received a phone call from the City of McMinnville requesting a meeting with myself, the City of McMinnville and the developer. They wished to discuss the proposed development without the presence of the District Maintenance Supervisor or his representatives. I did meet with them and discuss the development and at that time I did advise them that if their trip generation figures did, in fact, warrant a signal, we would permit the installation. We have since communicated with the traffic analysis section and requested an overview of allowing an unwarranted signal to be placed on the State Highway system. At that time, it was reemphasized that the Highway Division should not allow unwarranted signals on the State Highway system and that several locations where traffic warrants are now marginal there exists a public sentiment to remove these signals.

In brief summary, this development has been treated fairly by the Highway Division; and it would appear that some of the problems that the developer is facing is the result of prejudgement of traffic conditions by the City of McMinnville prior to any analysis.

DRW/bah

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Materials

T1W-10

STATE OF OREGON
Highway Division 378-2626

INTEROFFICE MEMO

TO: L. E. George, P.E.
TRAFFIC ENGINEER

DATE: November 26, 1982

FROM: David R. Weaver, P.E.
REGION TRAFFIC OPERATIONS SUPERVISOR

ORIGINAL SIGNED BY
DAVID R. WEAVER

SUBJECT: Shopping Center

Recent telephone communications were made with Bill Blum of the City of McMinnville and Ron Stover of Southwest Development Company. The development company and City of McMinnville desire that the Southwest Development Company install a signal at the proposed shopping center in the south portion of McMinnville as it approaches Highway 1W.

Considerable discussion and computations have been made by the District Office and the Traffic Analysis section. Using ITE trip generation rates, this location does not quite meet either the interruption warrant or the minimum volume warrant. The City of McMinnville contends that actuated signal at this location with right-turn delay timing and resting at the top of the green cycle for the main street would not significantly impede the flow of traffic.

I am not comfortable recommending a signal at this location, but would not oppose a road approach permit that required a signal when traffic volumes warrant. The city prefers signal construction immediately. Please advise this office if a traffic signal could be permitted under these circumstances or should the permit be of the type that does not require a signal until it is actually warranted.

DRW/bah

cc: Rick Kuehn

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NOV 30 1982
District 3

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District 3

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District 3

NOTED
RICK KUEHN

NOTED
ERRY J. DAYTON

7/13/82
REVISED 12/3/82

Chronology [illegible] Events for
Southwest Development - McMinnville

Nov. 24, 1981	Received conceptual plan for site development. Handed Doc Phelps and Glen Ling copy of "Oregon State Highway Minimum Requirements for Traffic Report for Proposed Developments."
Dec. 14, 1981	Meeting with Doc Phelps and McMinnville City Planner, Rick Highsmith. Received first plans showing widening on north side of highway only, as proposed by Doc Phelps. Advised them widening if required should be centered on highway. Traffic Engineering report will determine if left turn lane is needed. This report not available yet.
Feb. 5, 1982	Received Traffic Engineering Report provided by ATEP. Report given to Dave Weaver, Region Traffic Engineer. Noticed at that time that report did not appear to represent a good analysis of trip generations and traffic analysis.
Feb. 23, 1982	Received Dave's analysis. Waiting for revised site plan from Glen Ling to reflect City's requirement to move proposed main approach westerly to include access for Bi-Mart and Hewlitt Packard at this signalized intersection. Received this plan latter part of February.
Mar. 4, 1982	Transmitted Dave's letter to Doc Phelps.
	Sometime in early March Bob Rankin, City of McMinnville informed Bob Doran that City would not accept ATEP's traffic report and that ATEP will have to correct errors in report.
Mar. 30, 1982	Received ATEP's revision to report. This report does not agree with Dave Weaver's report and City of McMinnville's desire for left turn refuge.
r. 1 - Apr. 28	Contacts were made with Glen Ling and Bob Doran prepared a drawing showing required improvements based on above transactions.
Apr. 21, 1982	Met Doc Phelps, Ron Stover and Rick Highsmith to discuss approaches and channelization as well as on site traffic pattern problems. Was told that Planning had already approved site plan. Revision would require starting at square one with Planning Commission.
	Developers objected to widening highway because Hewlitt Packard and Bi-Mart had backed out of their agreement of financial participation.
	It was at this time we learned of the letter to Ron Stover dated Nov. 9, 1981, from Rick Highsmith stating left turn and signal requirements stated by City.
Apr. 23, 1982	Meeting with Rick Highsmith to discuss final requirements itemized in memo dated 4-22-82, Rick agreed.
Apr. 28, 1982	Transmitted Highway requirements to Glen Ling to incorporate into final plans for permit purposes.

Apr. 29, 1982 Same plan transmitted to Rick Highsmith.

No action from developer or his consultants until call from City Attorney wanting a meeting with Dave Weaver and myself on June 10, 1982.

June 10, 1982 Dave could not make meeting and City's Attorney would not discuss project with me.

June 16, 1982 Back up meeting from June 10. At meeting Dave and I discussed project with City of McMinnville Personnel; Joe Dancer, Bill Blum, Bob Rankin, Rick Highsmith, and Citys Attorney.

Developer had appealed to City to drop requirement of left turn refuge. All traffic engineering analysis previously performed indicated signal and left turn refuge is mandatory. Discussed at length ATEP's incorrect analysis of traffic.

ORIGINAL TRAFFIC INVESTIGATION BASED ON PEAK HOUR TRIP GENERATIONS.

Conclusion: Take a manual count of Bi-Mart and apply results showing user characteristics to expected trip generations of development.

June 23, 1982 Count taken

July 6, 1982 Received summary of count. After studying count I realized the summary had to be in error. Started verification with Todd Putnam.

July 7, 1982 Received revised summary July 8. From this summary the anticipated trip generation summary for development was made. This was completed July 12, 1982. This report will be given to City of McMinnville on July 14, at a meeting with Rick Highsmith.

Conclusion:

We still feel that as originally discussed with developers and again in April that the intersection should be located opposite the existing Hewlitt Packard Approach. This would enhance the desirability of access to their entire development. The City of McMinnville however is still desirous of serving Bi-Mart, Southwest Development and Hewlitt Packard at the location presently designed.

Our July, 1982 traffic analysis indicates that we can drop the widening development requirement at this time. However the left turn warrants are anticipated to be marginally met by the development alone. The warrants for left turn refuge and phased signal for that movement are met when you include the anticipated addition of Bi-Mart traffic that will use the signal. The intersection could possibly operate as a two phase signal but level of service will probably be quite low.

P.HR. ANALYSIS

We propose that the developer not be required to widen the highway at this time. Signal warrants will be met so they will be responsible for the signal. All signal projects now include the 270 controller so five phase operation will be available when needed in the future. The signal pole locations should be designed to fit the ultimate 59 foot curb to curb section. The anticipated cost for this signal installation is $50,000±.

Additionally, The City of McMinnville might propose a speed zone from 45 MPH to 40 or 35 MPH. This will reduce the meeting of left turn warrants.

IS 35MPH

An additional alternative being explored at the time of this writing is to connect the mobile home and condominium area by means of a street from this area to Cozine Street which intersects 99W to the east. This will receive some of the traffic at the intersection and close the easterly approach to any future consideration of use as a two way access.

Mr. Stover, Doc Phelps and Rick Highsmith will meet with me on this matter at 2:00 P.M. on July 14, 1982, to discuss the feasibility of this proposal.

Kerry J. Dayton
Assistant District Maintenance Supervisor

Chronology of Events for
Southwest Development - McMinnville

December 3, 1982

July 15, 1982	Site re-designed to cut off internal flow between shopping center and mobile home/condominium area - new traffic analysis requested.
Sept. 22,.982	ATEP submits letter outlining their qualifications for designing a traffic signal.
Oct. 1, 1982	Mr. Stover notified that traffic engineering (ODOT) investigation shows signal not warranted with site plan change.
Oct. 6, 1982	Approach Road applications sent for signature.
Nov. ?, 1982	Mr. Phelps visited office. Claims city originally approved plans required signal and city is forcing Southwest to ask for signal regardless of what we say.
Nov. 10, 1982	Received same request by letter from Southwest Development Company.
Nov. 19, 1982	Response to Mr. Stover outlining chronology of signal study and re-affirming our no signal requirement.
Nov. 26, 1982	Dave Weavers letter to L. E. George.

VICTOR ATIYEH
GOVERNOR

Oregon State Highway Division
DISTRICT 3 ENGINEER
P.O. BOX 14030, 2960 E. STATE STREET, SALEM, OREGON 97310 PHONE 378-2630

In Reply Refer to
File No.:

November 19, 1982

Mr. Ron Stover
Southwest Development Company
P. O. Box 325
McMinnville, Oregon 97128

Dear M. Stover:

The analysis of the original site plan in the early part of 1982 showed that a traffic signal would marginally meet traffic signal requirements. This analysis included trip generations from the proposed Comb's Market, a high turnover restaurant, a small office building, the mobile home park and condominiums.

Since that time the site plan was revised to eliminate the mobile home park and condominium traffic and changed the restaurant to a spa health facility. This change revised the traffic signal investigation to show that signal warrants were not met.

Due to recent inquiries we have once again investigated traffic signal warrants. Our traffic engineering section prepared an analysis of the intersection considering traffic from the market, office building, restaurant (instead of spa), and Bi-Mart. The end result, as shown on the attached sheets, is that the intersection will still fail to meet warrants.

Highway traffic counts are presently showing a zero percent increase yearly and in many cases a decrease in total counts. This present trend makes it difficult if not impossible to project future counts for this intersection. Additionally, the trip generation analysis is based on information from the Institute of Traffic Engineers manual which may or may not reflect present day user trends of different establishments.

Therefore we feel that a signal installation at this location is not in the best interest for the traveling public at this time and perhaps for sometime in the future.

Placing a signal at an intersection that does not meet warrants tends to unnecessarily impede traffic on the highway and can cause an increase in rear end collisions. If the development proves highly successful and continually generates sufficient traffic to meet signal warrants, our administrative rules governing approach roads specifies that the developer could be held responsible for providing at his cost the necessary traffic control devices to handle the increased traffic.

If you have further questions regarding this matter please contact us.

Sincerely,

ORIGINAL SIGNED BY KERRY J. DAYTON

Richard A. Kuehn
District 3 Maintenance Supervisor

by: Kerry J. Dayton
Assistant District 3 Maintenance Supervisor

Attachment

cc: L. E. George
Bill Blum
Region Office

KJD/clm

Southwest Development Co.
P. O. Box 325
McMinnville, Oregon 97128

November 10, 1982

Department of Transportation
Transportation Building
Salem, Oregon 97310

Dear Mr. Kuehn;

Am writing you as per Mr Weaver's phone instruction of November 8, 1982.

Southwest Development Company is requesting permission to place a traffic signal, as per State specifications, at the consolidated intersection of Bi-Mart and the new Combs' Food Center, located in McMinnville, Oregon.

We are aware that our project meets the required warrants to proceed with the installation. Upon your formal acknowledgment of our request, we will proceed thru the City engineering for the proper supervision of the engineering and the installation. We understand this is subject to your final inspection and we will keep you notified of our progress.

Thank you very much for your consideration in this matter. We will wait for further instructions from you.

Sincerely,

Ron Stover

cc City Engineering
Bill Blum

RECEIVED
NOV [illegible] 1982
District 3

NOTED
RICK KUEHN

[illegible]

ASSOCIATED
TRANSPORTATION
ENGINEERING &
PLANNING, INC.

DECEMBER 24,1982

Dave Weaver P.E.
Region II Traffic Engineer
Department of Transportation
205 E. Salem Highway Bldg
2960 East State St.
Salem,Or. 97310

NOTED
H. S. COULTER

RE: Southwest Development Company
Project in McMinville,Or.

Dear Dave;

I am in receipt of Mr. Kuehn's November 9,1982 letter to Mr. Ron Stover. This letter makes reference to a recent traffic investigation. There were attachments to that letter, which I am directing my comments.

The Traffic Distribution figure shows that 25% of the trips currently existing as traffic on the Highway and would be diverted to the project. The identification of diverted traffic is , of course as we both know, a presently accepted method of analysis. My exception is, even though 25% of the trips exist as traffic passing the existing site, in the future 75% PLUS the 25% of the trips will enter and exit the site. This figure does not show the 25% using the access street!!. Therefore the minor streets ADT would be more than the trips shown on this figure!

On January 18 &19 1982 ATEP conducted 24 hour machine traffic counts. Those counts show 18,000-18,700 ADT and the peak hour being 8.5% of the ADT, which is more than shown on the attachments!

Mr. Kuehn's letter states the proposed land use has now changed since ATEP's report. The land use is still the same except the BI-MART driveway is shared by this project.

I have reviewed the Oregon Transportation Commissions revisions of the MUTCD and can find no changes that allow the use of ADT's in the determination of traffic signal warrents and traffic signal warrant # 8 is still in effect.

It has always been my understanding and confirmed by you with in the last year, that the state does a minimum of a 12 hour manual traffic count and preferably a 16 hour count before expanding to ADTs. Has ODOT changed its policy to allow 9 hour counts and the Transportation Commission revised the MUTCD to allow ADTs in the evaluation of signal warrants.

It is my request and my clients request that:

1. ATEP receive a copy of the 9 hour count.
2. The state revise its trip generation diagram and warrant calculation, and a copy of the revised be sent to ATEP.
3. ATEP be advised on the current policy on the use of ADTs and the length of manual counts for signal warrant studies.

Thank you for your assistance in this matter.

SINCERELY,

ASSOCIATED TRANSPORTATION ENGINEERING & PLANNING, INC.

RICHARD L. WOELK P.E.
Secretary/Treasurer

cc. Fred Miller
Ron Stover
Anthony Yturri

RECEIVED
DOT DIRECTOR
DEC 27 '82
REFER TO
FOR
Info Inves R/D D/R Sign Act File

COPYRIGHT: ASSOCIATED TRANSPORTATION ENGINEERING & PLANNING, INC.

T1W-10

STATE OF OREGON
Highway Division 378-2626

INTEROFFICE MEMO

TO: W. E. Schwartz, P.E.
ASSISTANT STATE HIGHWAY ENGINEER

DATE: December 21, 1982

FROM: C. O. Fredrickson
C. O. Fredrickson, P.E.
REGION ENGINEER

SUBJECT: Ron Stover Development
McMinnville, Oregon

The first notification the Highway Division had of this development was on November 24, 1981. At that time, the developer was given the requirement by the Highway Division to develop a plan including a traffic analysis that would mitigate the additional traffic this development would generate onto the State Transportation system. From November 1981 to July 1982, seventeen meetings or actions have occurred. These are documented on the attachment provided by the District 3 office. A significant event occurred on April 21, 1982, when the Transportation Division became aware that the city of McMinnville would require a left-turn lane and a traffic signal by a letter they wrote to the developer on November 9, 1982. This was two weeks before the Highway Division had contact with the developer and notified him that a traffic analysis to determine the necessary requirements would be necessary.

Since the initial concept of this development was laid down, several internal changes by the developer have been made. Some discrepancies in the traffic analysis and their trip generation figures were also noted and required reevaluation by staff.

Since July of 1982, several meetings and phone calls have been made. In October of 1982, the Region II Traffic Operations Supervisor received a telephone call from the city of McMinnville requesting a meeting with the City and the developer. They wished to discuss the proposed development without the presence of the District Engineer or his representatives. A meeting was made and the development was discussed and they were informed that if their trip generation figures did, in fact, warrant the signal that the construction of such a signal would be permitted.

Recent communications with the Traffic Analysis section requested an overview of allowing an unwarranted signal to be placed on the State Highway system. It was reemphasized that the Highway Division should not allow unwarrnated signals on

Contains Recycled Materials

the State Highway system and that several locations where traffic warrants are now marginal, there exists a public sentiment to remove these signals.

In brief summary, this development has been treated fairly by the Highway Division and it would appear that some of the problems the developer is facing are the result of prejudgement of traffic conditions by the city of McMinnville prior to any analysis.

DRW/bah

Bud George

cy 12/23

for info

NOTED
H. S. COULTER

9632

OREGON TRANSPORTATION COMMISSION

Delegation Southwest Development Company RE: proposed traffic signal in McMinnville

Date December 15, 1982

Time 10:15 a.m.

Name	City or Town	Capacity
Ron Stover	McMinnville	
DICK WOELK	LAKE OSWEGO	– WITH RON STOVER

TRA

October 11, 1982

Darrell G. Wilburn, P.E.
President
Associated Transportation Engineering
  & Planning, Inc.
6025 Jean Road
Lake Oswego, OR 97034

Mr. Richard Kuehn's letter to the City of McMinnville regarding the design and installation of a signal on the state highway system advised the City that we would consider personnel that the City might have.

The qualifications of ATEP were never a question for us. The situation has changed recently, and the need for the traffic signal at the Southwest Development Company's access has been eliminated. The type of business to be built has been changed resulting in less trip generation. This, in turn, produced traffic volumes that did not meet signal warrants.

H. S. Coulter, P.E.
State Highway Engineer

cc William Blum
LEG:ds st

bc L. E. George
   C. O. Fredrickson
   R. A. Kuehn

ASSOCIATED
TRANSPORTATION
ENGINEERING &
PLANNING, INC.

September 22, 1982

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
140 Transportation Building
Salem, OR 97310

RE: McMinnville Traffic Signal Design

Dear Mr. Coulter:

Per Mr. Rick Kuehn's, District Maintenance Supervisor, ODOT, request, we are submitting our qualifications to perform professional engineering services for the design of this traffic signal.

Attached are the resumes of our staff who are to perform these services and a list of each signal location in Oregon designed or under contract to ATEP to be designed by these individuals from 1974 to date, which accounts for 117 traffic signal designs in Oregon. That is, 19 designs prior to becoming consultants; 27 designs as consultants prior to joining ATEP; and 71 designs by ATEP. To our knowledge, ATEP has designed more traffic signals in Oregon than any other Oregon consulting firm.

Mr. Zirbes and Mr. Irwin of your traffic signal design section have previously reviewed our work for traffic signals built or now under construction on State highways.

Your approval of our qualifications to design traffic signals is required by Mr. Kuehn prior to his approval to begin work.

Your prompt attention to this matter will be greatly appreciated.

Respectfully submitted,

ASSOCIATED TRANSPORTATION ENGINEERING & PLANNING, INC.

Darrell G Wilburn

DARRELL G. WILBURN, P.E.
President

cc: L. E. George, ODOT
Bill Zirbes, ODOT
Rick Kuehn, ODOT
Dave Weaver, ODOT
Ron Stover, Southwest Development Co.
Bill Blum, City of McMinnville

RECEIVED
STATE HWY ENGR
SEP 23 '82
REFER TO
Bud George
FOR

Info	Inves	R/D	D/R	Sign	Act	File
		X				

6025 JEAN RD., LAKE OSWEGO, OREGON 97034 503/636-9232
4780 JONES RD., SALEM, OREGON 97302 503/581-7300

VICTOR ATIYEH
GOVERNOR

Oregon State Highway Division
DISTRICT 3 ENGINEER
P.O. BOX 14030, 2960 E. STATE STREET, SALEM, OREGON 97310 PHONE 378-2630

August 16, 1982

In Reply Refer to
File No.

Bill Blum
City Engineer
City Hall
McMinnville, OR 97128

SUBJECT: Traffic Signal Design

Dear Mr. Blum:

I have been informed by Doc Phelps of Southwest Development that the City of McMinnville is interested in designing the traffic signal that is to be built at their project on Ore 99W. I have discussed this question with L. E. George, Traffic Engineer.

We would be glad to consider a formal request from the City of McMinnville if you feel you have designers experienced in the field of traffic signal design. Your formal request should outline the experience of these individuals. You should also discuss your proposal relating to letting and administering a construction contract including inspection during construction.

Your proposal should be directed to H. S. Coulter, State Highway Engineer, Transportation Building, P.O. Box 14030, Salem, Oregon 97310.

Sincerely,

Richard Kuehn

Richard A. Kuehn, P.E.
District Maintenance Supervisor

RAK/jms

cc: Doc Phelps, Southwest Development
H. S. Coulter
L. E. George
Region Office

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
AUG 17 '82
REFER TO
Schwartz
FOR
[✓ Info] Inves R/D D R Sign Act File

734-1873

VICTOR ATIYEH
GOVERNOR

Oregon State Highway Division
DISTRICT 3 ENGINEER
P.O. BOX 14030, 2960 E. STATE STREET, SALEM, OREGON 97310 PHONE 378-2630

RECEIVED
STATE HWY ENGR
JUL 16 '82
REFER TO Fred Miller
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RECEIVED
DOT DIRECTOR
JUL 22 '82
REFER TO
FOR
Info	Invest	R/D	D/R	Sign	Act	File

NOTED
W. E. SCHWARTZ

July 15, 1982

Mr. Richard Highsmith
Planning Director
230 East Second St.
McMinnville, OR 97128

SUBJECT: South West Development Co.
Pacific Highway West

This letter will document the results of our traffic engineering study of the subject development and my meeting with you yesterday. The enclosed drawing shows what we agreed upon to properly handle the traffic generated by this development.

If the internal flow between the shopping center and the mobile home/condiminium area is cut off we will allow a two way approach to serve the residential area. We highly recommend that the connection at the rear of the supermarket be left open so that internal trips from the market area to the residences can be made without entering the highway.

Assuming this is done, a new analysis of traffic at the main approach still shows that the development generates sufficient traffic to meet signal warrants. The left turn movements from the highway to the development just about meet left turn phase requirements but we will not require widening of the highway at this time. If in the future actual traffic counts or an increase in accidents warrant a left turn refuge, the developer may be required to widen the highway to provide the refuge.

Dennis Epping of Epping Engineering is aware of these conclusions and is passing it on to Ron Stover. A copy of this letter will also confirm these requirements to Mr. Stover.

We will process the two Approach Road permits as soon as the developer provides us with a final drawing which reflects these requirements. The signal design request will go forward when we receive a deposit from the developer to cover preliminary engineering and design. That amount will be determined when we process the Approach Road permit.

ORIGINAL SIGNED BY KERRY J. DAYTON

Kerry J. Dayton
Assistant District Maintenance Supervisor

ED MILLER

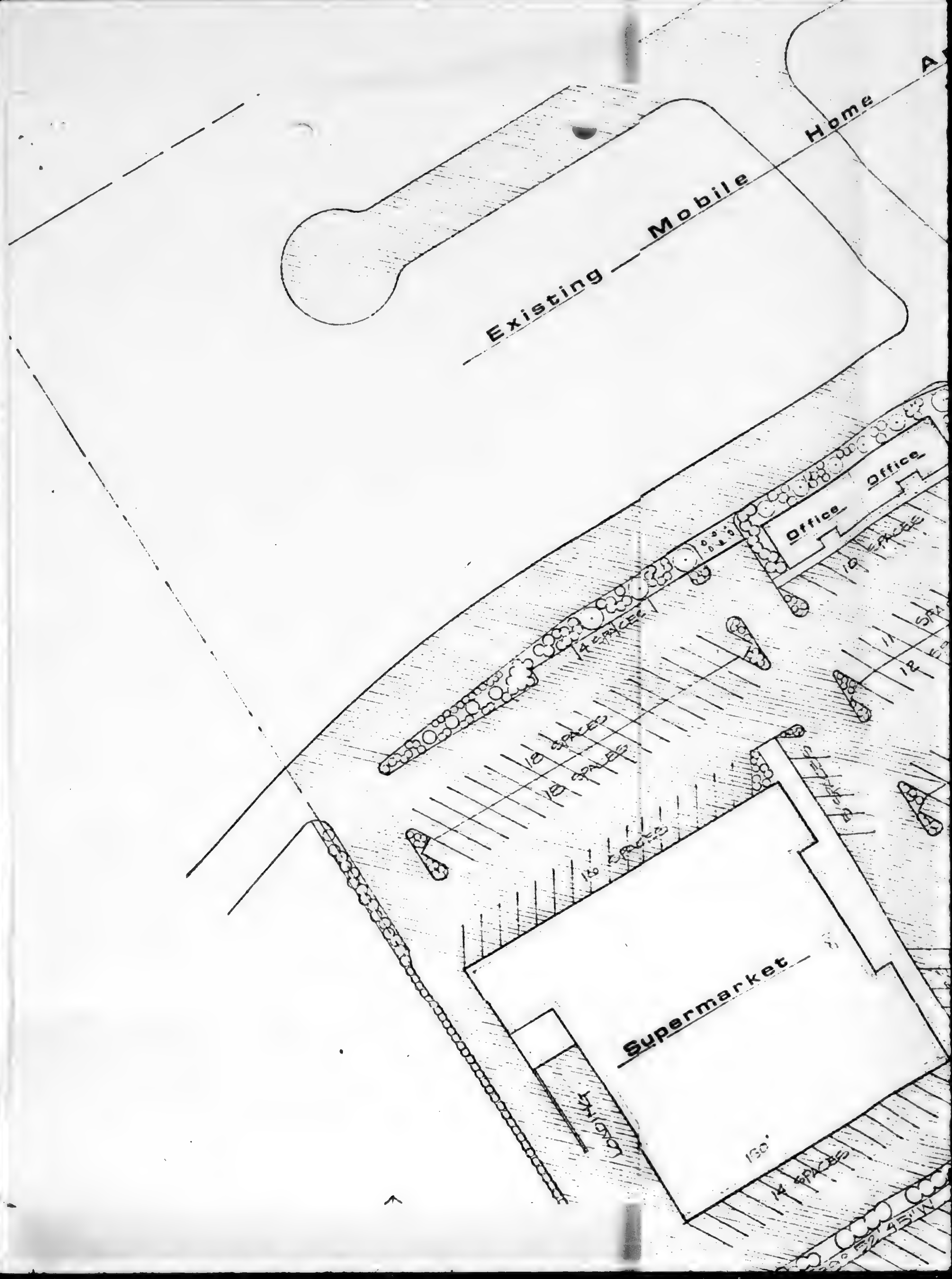
KJD/jms

cc: W. E. Schwartz
C. O. Fredrickson/Weaver
Ron Stover
Dennis Epping

COPY FOR YOUR INFORMATION

Relates to Developers letter to Fred Miller and his conversation w/ [illegible]. —WES

734-1873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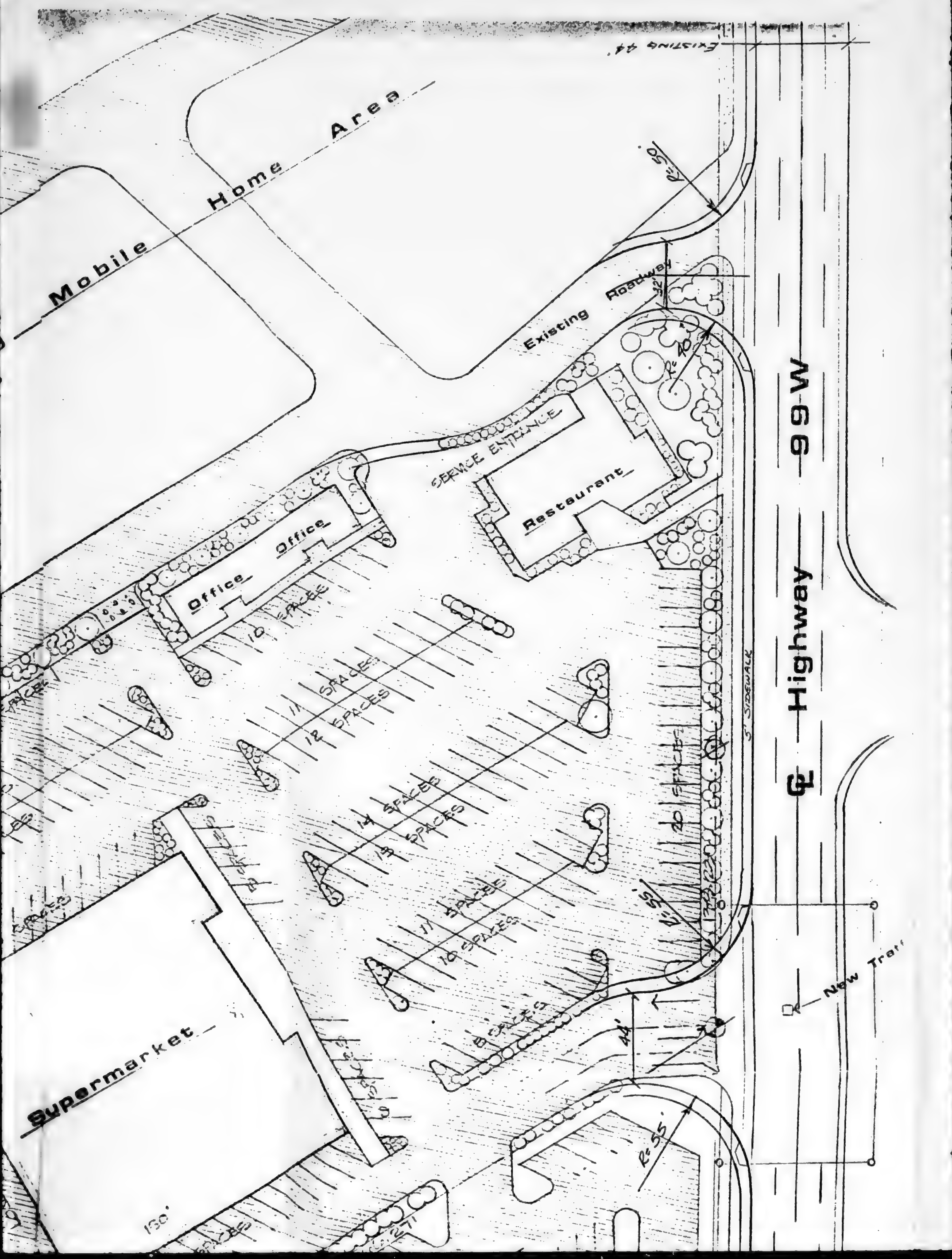
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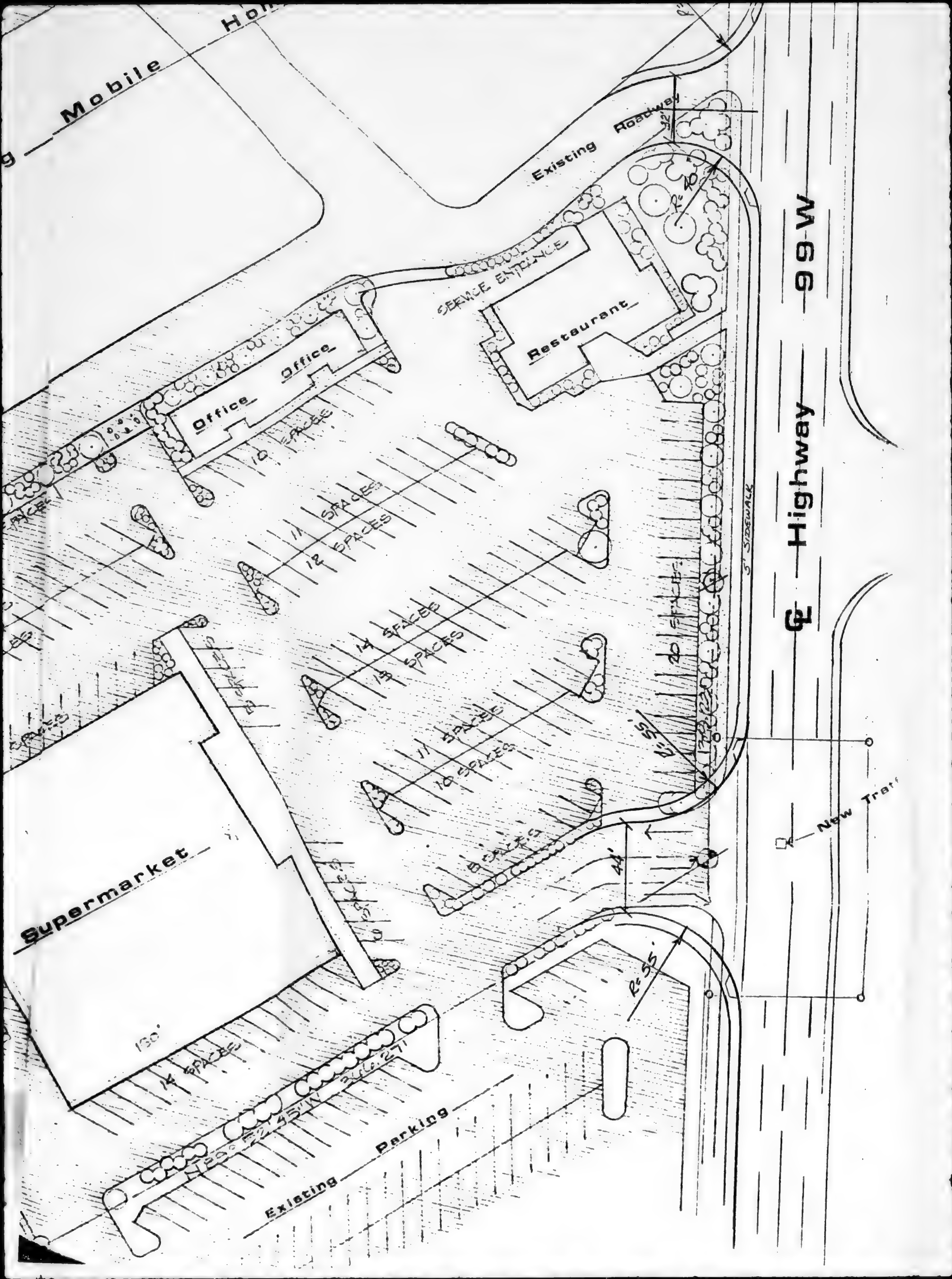
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44'
New Traf
Supermarket
130'
14 SPACES
Existing Parking

STATE OF OREGON

INTEROFFICE MEMO

TO: MEMO TO FILE

DATE: July 15, 1982

FROM: Fred D. Miller Fred
Director

SUBJECT: Southwest Development Company - McMinnville

Tony Yturri and I both received letters from Ron Stover of the Southwest Development Company in McMinnville. The letters raised questions about the Department's handling of some highway problems in conjunction with a project of Southwest Development Company. Mr. Stover was seeking a meeting with Tony and me to try to resolve the problems.

Pat Schwartz looked into this situation and determined that the problems seemed to be working themselves out with the appropriate staff members. It did not appear that a special meeting would be necessary. In fact, Kerry Dayton had a meeting relating to this matter with the appropriate parties yesterday.

I suggested to Mr. Stover that a meeting was not necessary and might even be premature. He thought that it would not be premature as he had a different view of how the events had progressed than did our staff. He did concur, however, it looked as though the problems were being resolved.

I asked whether my telephone call was a satisfactory response to his letters to Yturri and Miller. He said that he appreciated the call and that it was satisfactory, so that no return letters were necessary. I asked him to give me a call if, in fact, the problems had not been resolved.

FDM:fn

cc Tony Yturri
H. S. Coulter
Pat Schwartz

Southwest Development Co.
P. O. Box 325
McMinnville, Oregon 97128

RECEIVED
STATE HWY ENGR

JUL 9 '82

REFER TO
[illegible]

FOR

Info	Inves	R/D	D/R	Sign	Act	File
		✓				

[illegible]

July 8, 1982

Fred Miller
Department of Transportation
Transportation Building
Salem, Oregon 97310

Dear Mr. Miller :

I have spoke with Mr. Anthony Yturri and he has suggested I send the enclosed materials to you. You will find enclosed information which pretains to the problem of Southwest Development Company in regard to the highway improvement at the project site on South Baker Street, McMinnville, Oregon.

I have attempted to give you the facts as they happened and also the facts which pretain to this problem.

As a citizen involved in state government, working to improve the conditions of the State of Oregon, I feel confident you will understand this situation and will work to eleviate the problem.

Mr. Yturri has suggested a meeting at the end of the month to include yourself, Mr. Yturri and the representatives of Southwest Development Company. A meeting with the city council of McMinnville is scheduled for July 27th, 1981 to finalize our agreement with the City of McMinnville in regard to the signalization. It is most important that we meet with you and Mr. Yturri in advance of the 27th of July. This situation has been "dragging on" for 14 months now and we feel any further delay is unnecessary.

Your time and effort on our behalf is much appreciated. If I can supply you with further information or answer any questions concerning this matter, do not hesitate to get in touch with me.

Respectfully,

Ron Stover

Ron Stover
Southwest Development Company
Phone (503) 472-0052

Southwest Development Co.
P. O. Box 325
McMinnville, Oregon 97128

OUTLINE OF SOUTHWEST PROGRAM

Date Project Started: (Purchase Date)	May 1980
Zone Change: (Date of Application)	August 1980
Zone Changes: (Date of Approval)	Dec. 1980-Sept. 1981
Letter of Intent: (Norm Combs-Store)	July 1981
Project Start: (Date of Commencement)	Nov. 1981
Highway Commencement: (Study by Woeke)	Jan. 1982
Resturant: (Date of Site Approval)	Feb. 1982

BENEFITS TO BE DERIVED FROM PROJECT

1. A complete, well equiped, well managed store on the south end of McMinnville.
2. 30 new jobs to be available
3. Nice "sit-down" resturant which is badly needed in McMinnville
4. Southwest Mobile Terrace is primarily for retired people. An area such as this is needed in McMinnville.
5. Adult only condominiums which are also needed in the McMinnville area.
6. A boost to the economy- We are all very aware of the economic problems not only in this particular area, but throughout the state and the nation. It is difficult to believe that the State or anyone, for that matter, in times such as these, would do anything which might hinder the project or cause undue financial pressure.

ORDER OF EVENTS(Highway Division)

1. As per the zone change, we are required to signal.
2. Contacted the State - The State said a "Traffic Study" must be run before they would look at the situation.
3. Southwest Development Co. paid $2,000.00 for a traffic study. The State said they would base their recommendations upon the study.(a copy of the study is enclosed)
4. We checked with the State after the study was given to them. The report was okay and they would accept it. Only a 2 Phased signal was called for in the study.
5. The project at Southwest progresses for 8 months. Immediately after mobiles begin

to move to the new addition at Southwest Mobile Terrace, the State comes back and states they want the highway widened for 500 feet and a 5 Phased signal put in... A $60,000.00 program now becomes a $160,000.00 program.

6. We contact the City and proeed to have 3 meetings with the State. We are informed by the State at this time that we must put the highway project in. We are told that the State has no money and therefore if we want the project at Southwest, we must take care of the highway situation.

7. At this point in time an appeal is made to Hewlett-Packard for help. Hewlett-Packard feels the State is completely "out of line" and they refuse to help or participate.

8. An appeal is made to Bi-Mart. Bi-Mart says if the highway is improved as the State wants, it will block off the resturant entrance next to Bi-Mart. Bi-Mart feel the State is completely "off base", but has agreed they will pay their share of some plan which makes sense and is reasonable.

9. The City of McMinnville concludes the State is irresponsible and out of line. For 8 months Southwest Development Co. has proceeded with ideas of just signaling and suddenly we are presented with the idea of full channelization and a 5 Phased signal. This put the full burden of an improvement for the entire south end of McMinnville and a 20 year plan on the shoulders of a 3 acre commercial development. This is neaither reasonable or feasible.

SUMMARY

We believe our project needs a signal and we further believe an arrangement can easily be made with the City, due to the fact we have been heading in that direction for two years. The main problem is the channelization. It is our understanding and belief the State has immediate plans to address the corridor area. We do not feel it is right to use the project of South West Development Co. as an escape. We feel it is grossly unfair to jeopordize a project such as ours which has so many benefits to offer to such a wide variety of people. We do feel we should place a signal so as to allow the project to operate safely. As far as the long range planning goals of the State, these should be pursued at the expense of the State, and they should not try to incorporate long range plans into an area of development which happens to be needing attention at the present time. The over-all cost of such an improvement, if we are going to move forward in these difficult times, should be shared by all.

Recently the State has installed bike trails and handicap ramps in this very area of which we speak. At such time when the area is improved in whatever manner, these improvements will definitely be disturbed. We find it hard to understand the logic behind this.

From time to time recently the governor of our state has appeared on television. He stated that we must all work together to bring new projects and industry of a desirable type to the State of Oregon. Projects such as the one being done by

Southwest Development Co. can only be beneficial to all. If our state is to recover from the drastic state of economy with which it is plagued, projects such as ours must be allowed to proceed and not be saddled with an unreasonable cost for an improvement such as the highway facility. We feel the attitude of the State is unfair, unreasonable and without much thought to what is really taking place. On one project of ours (Lincoln City) the State has treated us with an "open arms" policy, while on the project here in McMinnville we are treated as if it were a disease. This only tells us that we are not dealing with well qualified, responsible and reasonable people. We are dealing with a few people who are oblivious to the statis of our present day economy, and who for reasons we are not aware of, fail to make sound and intelligent decisions.

Southwest Development Co.
P. O. Box 325
McMinnville, Oregon 97128

July 8, 1982

Anthony Yturri, Chairman
Oregon Transportation Commission
89 S.W. 3rd Avenue
Ontario, Oregon 97914

Dear Mr. Yturri:

Enclosed you will find the information pretaining to the problem of Southwest Development Company in regard to the highway improvement at the project site on South Baker Street, McMinnville, Oregon.

I have attempted to give you the facts as they have happened and also the facts which pretain to this problem.

As a citizen involved in state government, working to improve the conditions of the State of Oregon, I feel confident you will understand this situation and will work to eleviate the problem.

Your time and effort on our behalf is much appreciated. If I can supply you with further information or answer any questions concerning this matter, do not hesitate to get in touch with me.

Respectfully,

Ron Stover

Ron Stover

Southwest Development Co.
P. O. Box 325
McMinnville, Oregon 97128

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ATEP

PRELIMINARY REPORT

TRANSPORTATION ANALYSIS
OF
MOBILE WEST
MCMINNVILLE, OREGON

Prepared For

LELAND PHELPS
P. O. Box 325
McMinnville, OR 97128

Prepared By

ASSOCIATED TRANSPORTATION ENGINEERING & PLANNING, INC.

6025 Jean Road
Lake Oswego, OR 97034

JANUARY 1982

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PRELIMINARY REPORT

TRANSPORTATION ANALYSIS

OF

MOBILE WEST
McMINNVILLE, OREGON

INTRODUCTION

This report presents the findings of a transportation analysis for the proposed development of a "commerial area of Mobile West and conditional use area of Mobile West" located on Highway 99W across from the Hewlett-Packard facilities in McMinnville, Oregon.

This site will have primary access from Highway 99W. The access will be aligned with the Hewlett-Packard access for a right-angle intersection. No secondary access will be provided to this site.

There currently exists 61 54 mobile home spaces on this site which take access from Highway 99W via one driveway.

This Study accesses the transportation impacts of the proposed development of this site due to changes in the access for the existing land use and proposed development.

BACKGROUND RESOURCE DATA

The following data was reviewed and evaluated as pertinent to the objective of this transportation analysis.

Trip Generation, An Informational Report, Institute of Transportation Engineers, 1976.

Highway Capacity Manual, Highway Reseach Board Special Report #87, 1965.

Interim Materials on Highway Capacity, Transportation Research Board Circular #212, 1980.

Latest Trip Generation Informaton, Carl H. Buttke, Chairman, Committee 6A6, Department 6 ITE Technical Committee on Trip Generation. Presented at the 33rd Annual Meeting of District 6 ITE, July 14, 1980 in Sacramento, California.

Manual on Uniform Traffic Control Devices (MUTDC), 1978, as adopted by the State of Oregon.

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Other background data and sources include:

Source	Data
Oregon State Highway Division	1. Traffic Volumes on Highway 99W
Leland Phelps	1. Site Plan 2. Proposed Land Use

BASIC ASSUMPTIONS

Predicated on review and evaluation of the available local background resource data identified above, the following basic assumptions were made to guide the performance of this transportation study.

- This site will be developed in general conformance to the site plan and will not be fully developed until 1985.
- Land use surrounding this site will develop in conformance to existing land use zoning.
- This site will generate vehicular trips at a level comparable to the average characteristics of similarly sized facilities nationwide.
- Twenty percent (20%) of the traffic being attracted to the commercial development of this site already exists on Highway 99W.
- Twenty percent (20%) of the traffic being generated by the residential units on this site will be attracted to the commercial development on this site.
- The directional orientation of the existing vehicular traffic and traffic generated by the site will be proportional to the area population relative to the existing highway.
- The Oregon Department of Transportation will not make major improvement to Highway 99W within the immediate impact area prior to the completion of this site.

Other assumptions made during this transportation analysis are identified in later sections of this report as they relate to specific conditions.

EXISTING CONDITIONS

Roadway Geometrics and Operational Controls

State Highway 99W is a four-lane, north/south roadway with McMinnville City Center to the north of the site.

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The Hewlett-Packard driveway and the existing mobile home park's driveway are controlled by stop signs.

Traffic Volume Characteristics

Directional traffic volume counts were conducted in May 1979 by the Oregon State Highway Division and in January 1982 by Associated Transportation Engineering & Planning, Inc., on Highway 99W and the Hewlett-Packard driveways. These counts indicate that the average annual daily traffic on Highway 99W is 9,500 northbound and 8,890 southbound in 1981, with 58% of these occurring during an 8-hour period, or 8.4% of these occurring during the peak hour.

Traffic Generation

Currently, Hewlett-Packard generates 678 vehicles per day and the existing mobile home park generates 292 vehicles per day. Figure 1 shows the existing daily traffic volume by movement, and Figure 2 shows the eight (8) highest hours of existing daily traffic.

EXISTING TRAFFIC IMPACTS

The impacts due to existing traffic volumes can be measured by both their effect on capacity and need for intersection controls. The existing traffic volumes were compared to those required by the State for installation of a traffic signal.

The Manual on Uniform Traffic Control Devices (MUTDC) has established specific warrants which should be met before a traffic signal is installed at an intersection. Careful analysis of traffic operations and other factors at a large number of signalized and unsignalized intersections, coupled with the judgment of experienced traffic engineers, have provided the basis for the establishment of the MUTCD warrants that define the minimum conditions under which signal installations may be justified. Unwarranted traffic signals (as well as improperly designed, operated or maintained signals) can prove detrimental to safe and efficient traffic operations. They can cause unnecessary and/or excessive delay to traffic flow and may result in a significant increase in the frequency of accidents--especially rear-end collisions.

The provisions of the 1978 revised edition of the MUTCD have been adopted by the Oregon State Highway Commission, along with a special Oregon Supplement, as the official policies and specifications governing the installation, operation, and maintenance of a uniform system of traffic control devices upon all streets and highways within the State.

This State policy stipulates that traffic signals should not be installed unless a comprehensive investigation of traffic conditions and physical characteristics of the location determines that installation of a traffic signal is warranted. The specific criteria are detailed in the MUTCD under the following warrant categories.

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ENGINEERING &
PLANNING, INC.

TRAFFIC VOLUME COUNT
SUMMARY DIAGRAM

Location MC MINNVILLE OREGON

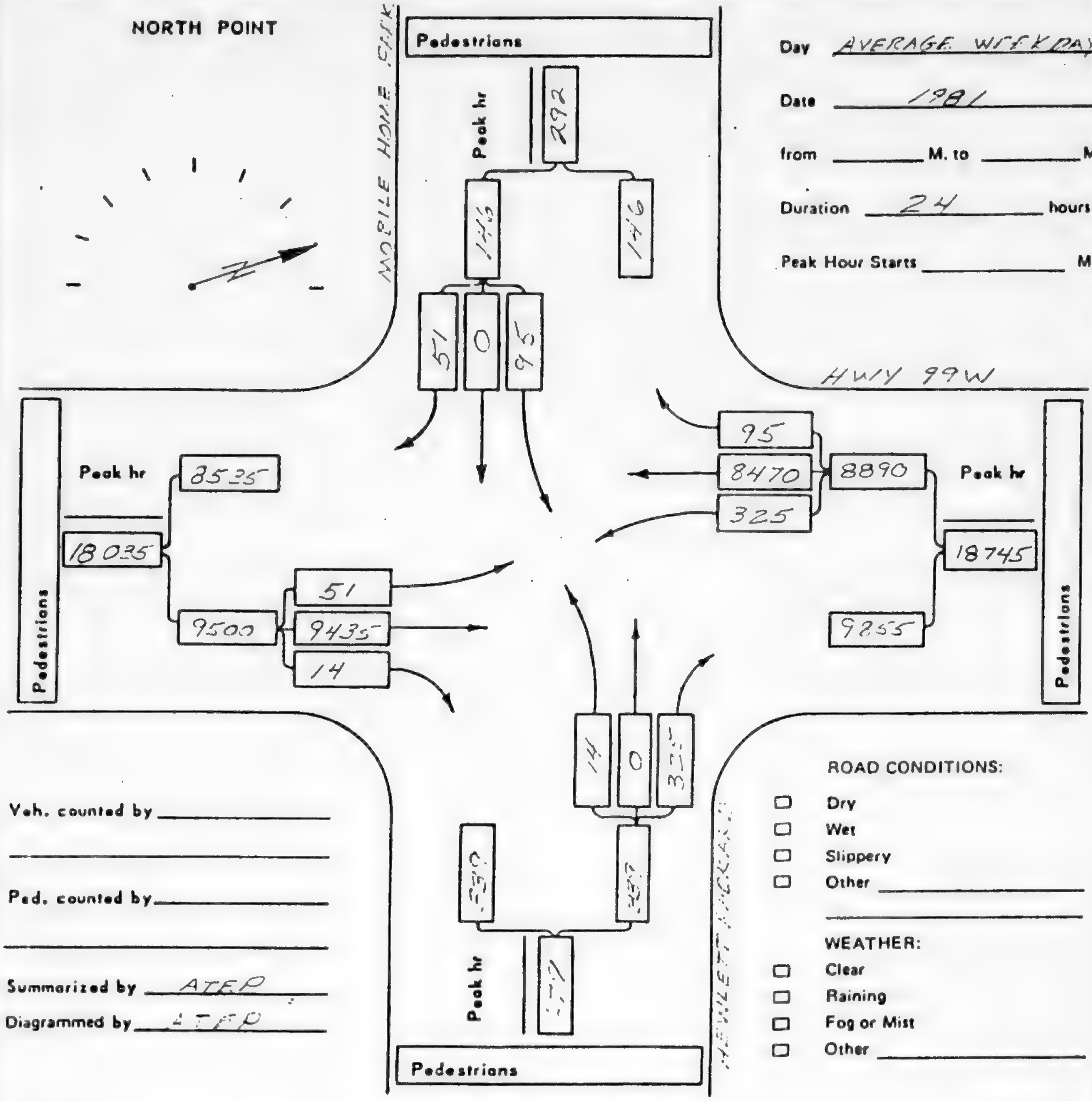
Day AVERAGE WEEKDAY

Date 1981

from ______ M. to ______ M.

Duration 24 hours.

Peak Hour Starts ______ M.


NORTH POINT
N
MOBILE HOME PARK
Pedestrians
Peak hr
292
146
146
51
0
95
HWY 99W
95
8470
325
8890
Peak hr
18745
9855
Pedestrians
Peak hr
8535
18035
9500
51
9435
14
Pedestrians
14
0
325
339
339
Peak hr
[illegible]
Pedestrians
HEWLETT PACKARD

ROAD CONDITIONS:

☐ Dry
☐ Wet
☐ Slippery
☐ Other ______

WEATHER:

☐ Clear
☐ Raining
☐ Fog or Mist
☐ Other ______

Veh. counted by ______

Ped. counted by ______

Summarized by ATEP

Diagrammed by ATEP

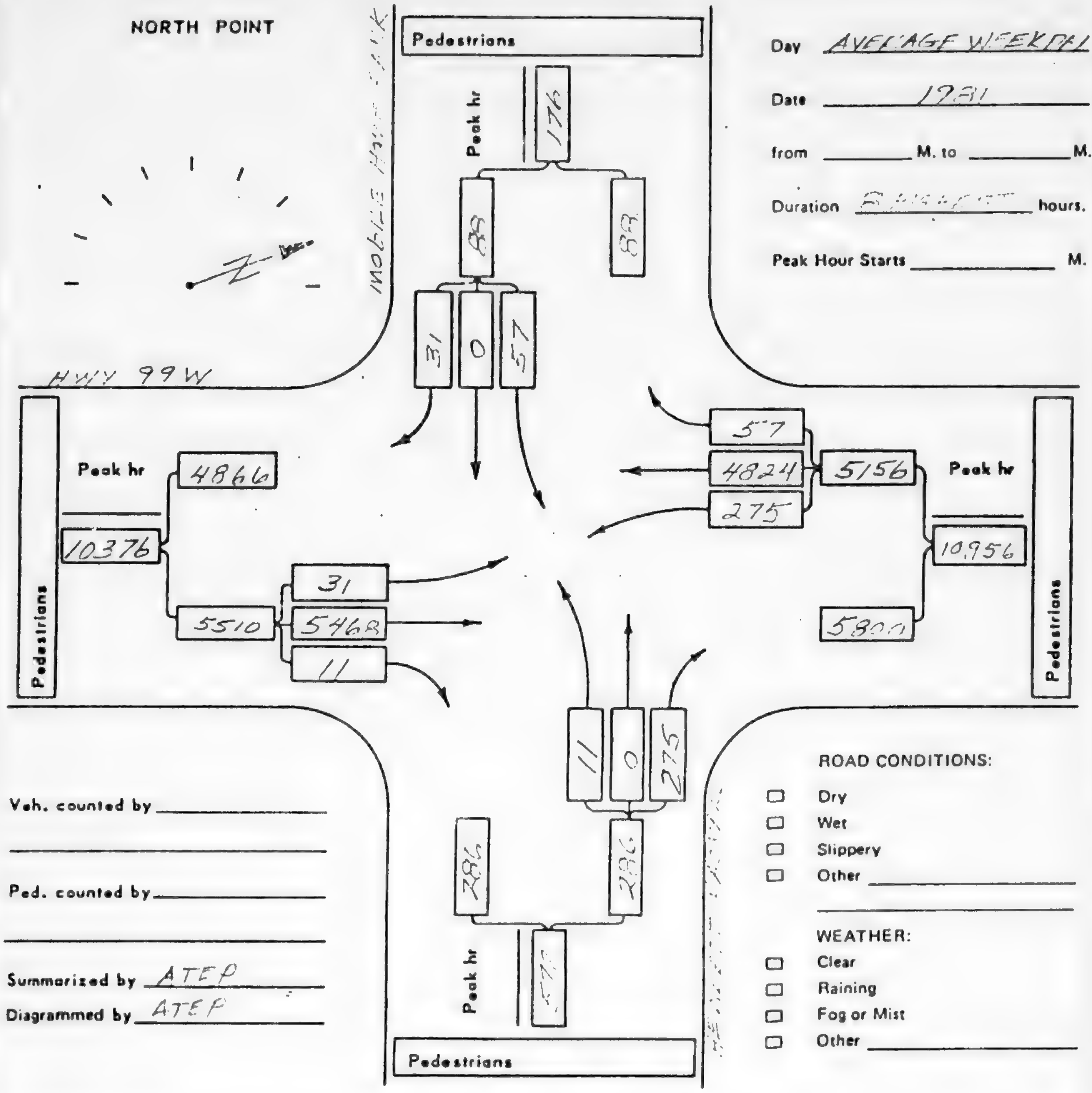
REMARKS EXISTING TRAFFIC

FIGURE 2

ASSOCIATED TRANSPORTATION ENGINEERING & PLANNING, INC.

TRAFFIC VOLUME COUNT
SUMMARY DIAGRAM

Location MCMINNVILLE OREGON



NORTH POINT
N
MOBILE HOME PARK
HWY 99W
Pedestrians
Peak hr
176
88
88
31
0
57
57
4824
5156
275
10,956
5800
4866
10376
5510
31
5468
11
11
0
275
286
286
572

Day AVERAGE WEEKDAY

Date 1981

from ______ M. to ______ M.

Duration [illegible] hours.

Peak Hour Starts ______ M.

Veh. counted by ______

Ped. counted by ______

Summarized by ATEP

Diagrammed by ATEP

ROAD CONDITIONS:

☐ Dry
☐ Wet
☐ Slippery
☐ Other ______

WEATHER:

☐ Clear
☐ Raining
☐ Fog or Mist
☐ Other ______

REMARKS ______

FIGURE 2

Warrant 1 - Minimum Vehicular Volume
Warrant 2 - Interruption of Continuous Traffic
Warrant 3 - Minimum Pedestrian Volume
Warrant 4 - School Crossings
Warrant 5 - Progressive Movement
Warrant 6 - Accident Experience
Warrant 7 - Signal Systems
Warrant 8 - Combination of Conditions

The primary warrant for justification of traffic signal installation is Warrant 2. The requirement of this warrant and the evaluation of current traffic volumes against this warrant is described below.

> Warrant 2 - Interruption of Continuous Traffic. This warrant requires a minimum of 900 vehicles per hour entering the intersection from both directions on the major street for each of eight (8) hours during an average day, plus a minimum of 75 vehicles per hour entering from the higher volume approach of the minor street during the same eight (8) hours.

Currently, Highway 99W meets this warrant by 148%, while the Hewlett-Packard driveway meets this warrant by 48%. Therefore, this location does not currently meet the warrants for a traffic signal.

Existing Capacity

Figure 3 depicts the peak hour volumes which currently occur on an average weekday. Based on these volumes, the present capacity was calculated.

The measurement of an intersection's ability to process vehicles is expressed as Levels of Service. The maximum number of vehicles an intersection can process is known as its Capacity, or Level of Service "E". Other Levels of Service are defined in terms of delay on Exhibit 1.

A capacity analysis of the Hewlett-Packard driveway indicates that the left-turning vehicles from the driveway experience intolerable delays (Level of Service "D") during the peak hour.

DISTRIBUTION PATTERNS

Traffic volume studies by the Oregon State Highway Division of sixteen (16) hour-long intersectional directional distributions near the Hewlett-Packard driveway indicated a southbound demand of 35%. The distribution from the Hewlett-Packard driveway indicated a peak hour left-turn (southbound) demand of 4%.

It is assumed that this lower demand (4%) is reflective of the intolerable delay experienced by this movement. Therefore, the true southbound demand is

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TRAFFIC VOLUME COUNT
SUMMARY DIAGRAM

Location MC MINN VILLE OREGON

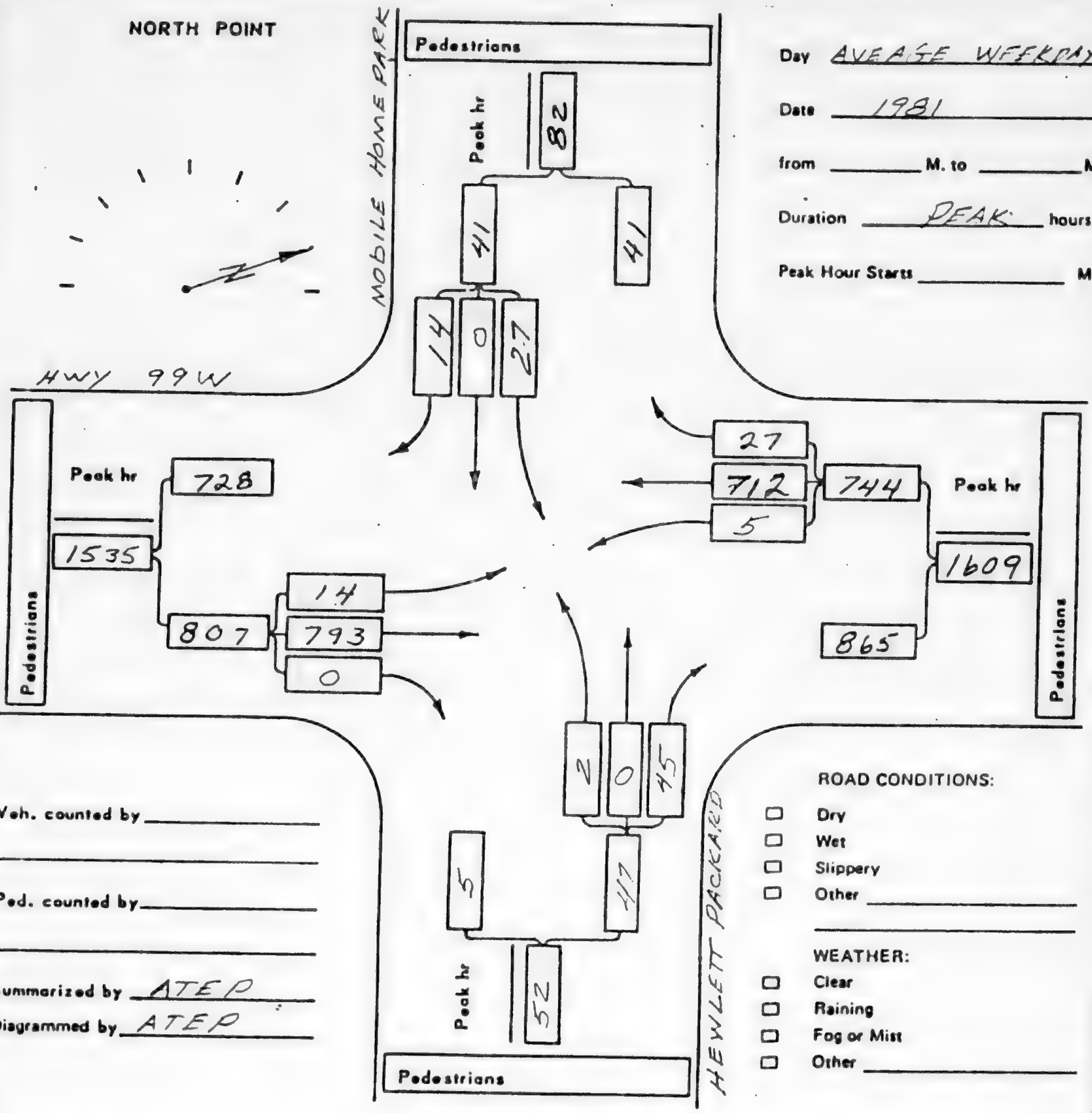
Day AVEAGE WEEKDAY

Date 1981

from ______ M. to ______ M.

Duration PEAK hours.

Peak Hour Starts ______ M.


NORTH POINT
N
MOBILE HOME PARK
HWY 99W
HEWLETT PACKARD
Pedestrians
Peak hr
82
41
41
14
0
27
Pedestrians
Peak hr
728
1535
807
14
793
0
27
712
5
744
Peak hr
1609
865
Pedestrians
2
0
45
5
47
Peak hr
52
Pedestrians

Veh. counted by ______

Ped. counted by ______

Summarized by ATEP

Diagrammed by ATEP

ROAD CONDITIONS:

☐ Dry
☐ Wet
☐ Slippery
☐ Other ______

WEATHER:

☐ Clear
☐ Raining
☐ Fog or Mist
☐ Other ______

REMARKS ______

FIGURE 3

EXHIBIT 1

LEVELS OF SERVICE

(LOS)

Level of Service is a qualitative measure of the effect of a number of factors which include speed and travel time, traffic interruptions, freedom to maneuver, safety, driving comfort and convenience, and operating costs.

- Level A (Free Flow - Relatively)

  No delay due to other vehicles.

- Level B (Stable Flow - Slight Delay)
  An occasional delay due to other vehicles.

- Level C (Stable Flow - Acceptable Delay)

  Most drivers feel somewhat restricted, but not objectionably so.

- Level D (Approaching Unstable Flow - Tolerable Delay)

  Vehicles may be delayed during peaks within the peak period, but a low demand to permit periodic clearance to present excessive queues.

- Level E (Unstable Flow - Congestion - Intolerable Delay)

  There may be long queues of vehicles, and delays may be great.

- Level F (Forced Flow - Jammed)

  The traffic system has basically broken down.

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turning right onto Highway 99W, then turning left to circulate around through the residential areas in order to go southbound on Highway 99W.

For the purpose of this study, it will be assumed that cross traffic to Highway 99W will have a distribution of 35% south and 65% north, as is the case at other intersections near this site.

PROPOSED DEVELOPMENT

The proposed development of this site will increase the land use by:

1. Relocating twenty 22 (20) of the existing mobile home spaces;
2. Adding four (4) mobile home spaces; ?
3. Adding an approximate 32,000 square foot neighborhood shopping center with a restaurant;
4. Adding an approximate 2,992 square foot retail office building;
5. Adding 42 condominium units.

There would be about 140 parking spaces provided for the commercial area.

One access point is to be provided onto Highway 99W and it will be aligned with the Hewlett-Packard driveway.

Trip Generation

It is assumed that this development will generate traffic at the same average rate as similar-type developments nationwide. It is estimated that the new land use will generate one-way trips as shown in Table 1.

TABLE 1
TRIP GENERATION BY THIS DEVELOPMENT

	Existing		Proposed	
	24-Hour	Peak Hour	24-Hour	Peak Hour
54 Mobile Homes	292	82	292	82
4 Mobile Homes	-0-	-0-	22	6
32,000 Sq. Ft. Shopping Center	-0-	-0-	3,706	496
2,992 Sq. Ft. Commercial	-0-	-0-	192	10
42 Condominiums	-0-	82	214	21
TOTAL	292	82	4,426	615

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The latest trip generation information from the Institute of Transportation Engineers, Committee 6A6, indicates that between 20% to 35% of all trips generated are for the purpose of shopping and dining.

Therefore, it will be assumed for the purpose of this study that 20% of all trips attracted to the commercial portion of this development already exists on Highway 99W, but is presently using other facilities, and that 10% of the trips generated by the residential portion of this development will remain on-site using the new facilities. Figure 4 depicts the amount and distribution of the site's generated trips using the access driveway on Highway 99W.

PROJECTED TRAFFIC GROWTH

The daily traffic that would be expected at this site's access point in 1983 is shown in Figure 5. The peak hour traffic that could be expected at this site's access point in 1983 is shown on Figure 6.

This projected traffic assumes that Highway 99W traffic will increase by 5% per year due to other growth in the area, which means that without this development, Highway 99W's daily traffic in 1983 would be 10,467 northbound, and 9,758 southbound. It also assumes a traffic signal will be in place.

PROJECTED TRAFFIC IMPACTS

Based on Figures 5 and 6, the traffic impacts are projected to be:

1. Highway 99W meets 174% of traffic signal Warrant 2.
2. Hewlett-Packard's driveway meets 48% of traffic signal Warrant 2.
3. This development's driveway meets 213% of traffic signal Warrant 2.
4. The average left-turn volume per traffic signal cycle into this development during the peak hour is 1.8 vehicles.

Mitigating Measures

The above impacts could be mitigated by the installation of a traffic signal at this development's driveway, but a separate left-turn phase is not warranted.

RECOMMENDATION

Based upon the above analysis, the following recommendations are made:

1. Install a 2-phase, pre-timed traffic signal at this development' driveway.

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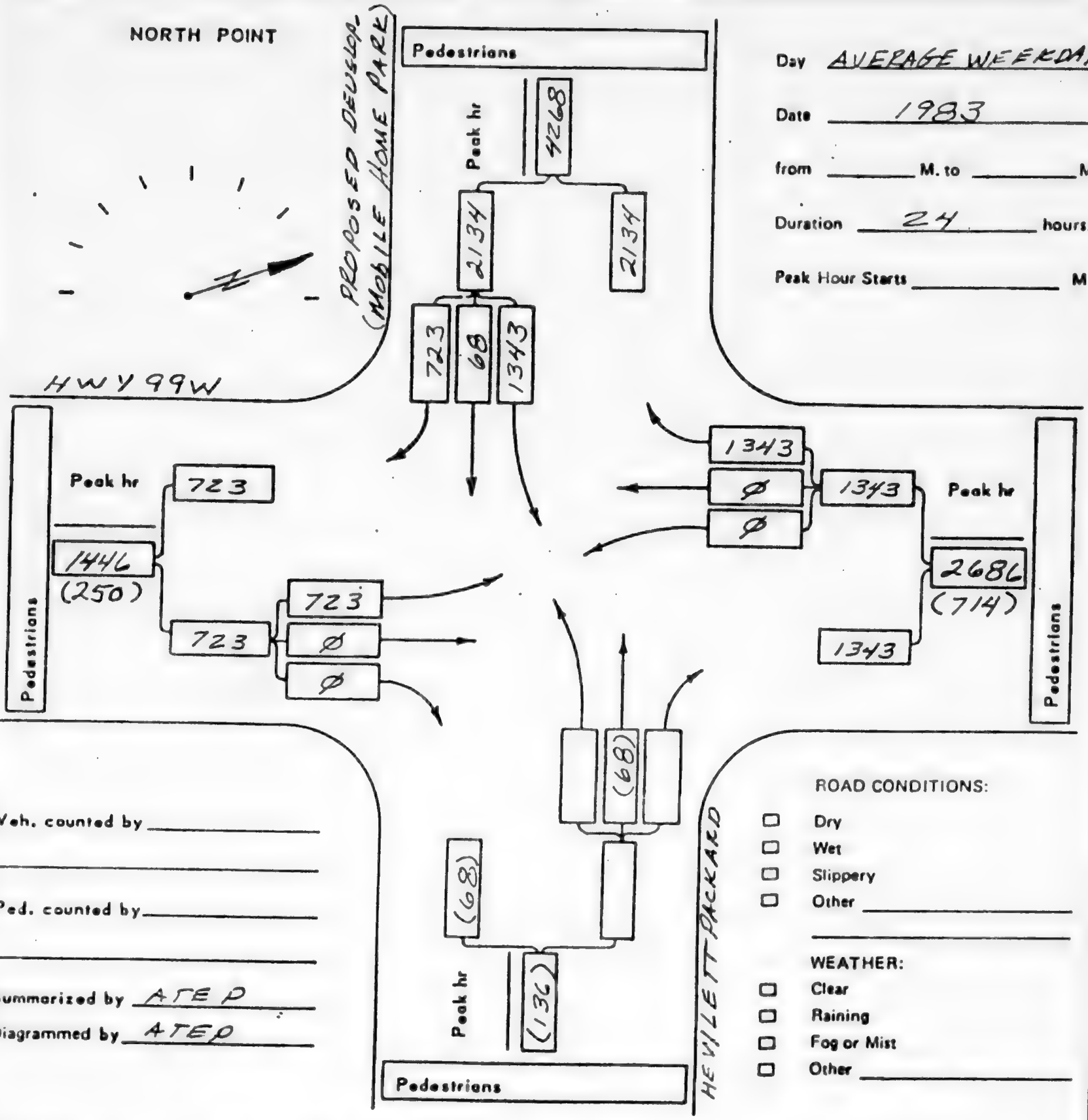
ASSOCIATED TRANSPORTATION ENGINEERING & PLANNING, INC.

TRAFFIC VOLUME COUNT
SUMMARY DIAGRAM

Location MC MINNVILLE OR


NORTH POINT
PROPOSED DEVELOP. (MOBILE HOME PARK)
HWY 99W
Pedestrians
Peak hr
4268
2134
2134
723
68
1343
Pedestrians
Peak hr
723
1446
(250)
723
723
0
0
1343
0
0
1343
Peak hr
2686
(714)
1343
Pedestrians
(68)
(68)
Peak hr
(136)
Pedestrians
HEWLETT PACKARD

Day AVERAGE WEEKDAY

Date 1983

from ______ M. to ______ M.

Duration 24 hours.

Peak Hour Starts ______ M.

ROAD CONDITIONS:

☐ Dry
☐ Wet
☐ Slippery
☐ Other ______

WEATHER:

☐ Clear
☐ Raining
☐ Fog or Mist
☐ Other ______

Veh. counted by ______

Ped. counted by ______

Summarized by ATEP

Diagrammed by ATEP

REMARKS SITE GENERATED TRAFFIC ONLY
(XXX) GENERATED TRAFFIC TO BE REDIRECTED
FROM EXISTING TRAFFIC

FIGURE 4

ASSOCIATED TRANSPORTATION ENGINEERING & PLANNING, INC.

TRAFFIC VOLUME COUNT
SUMMARY DIAGRAM

Location MC MINNVILLE OREGON

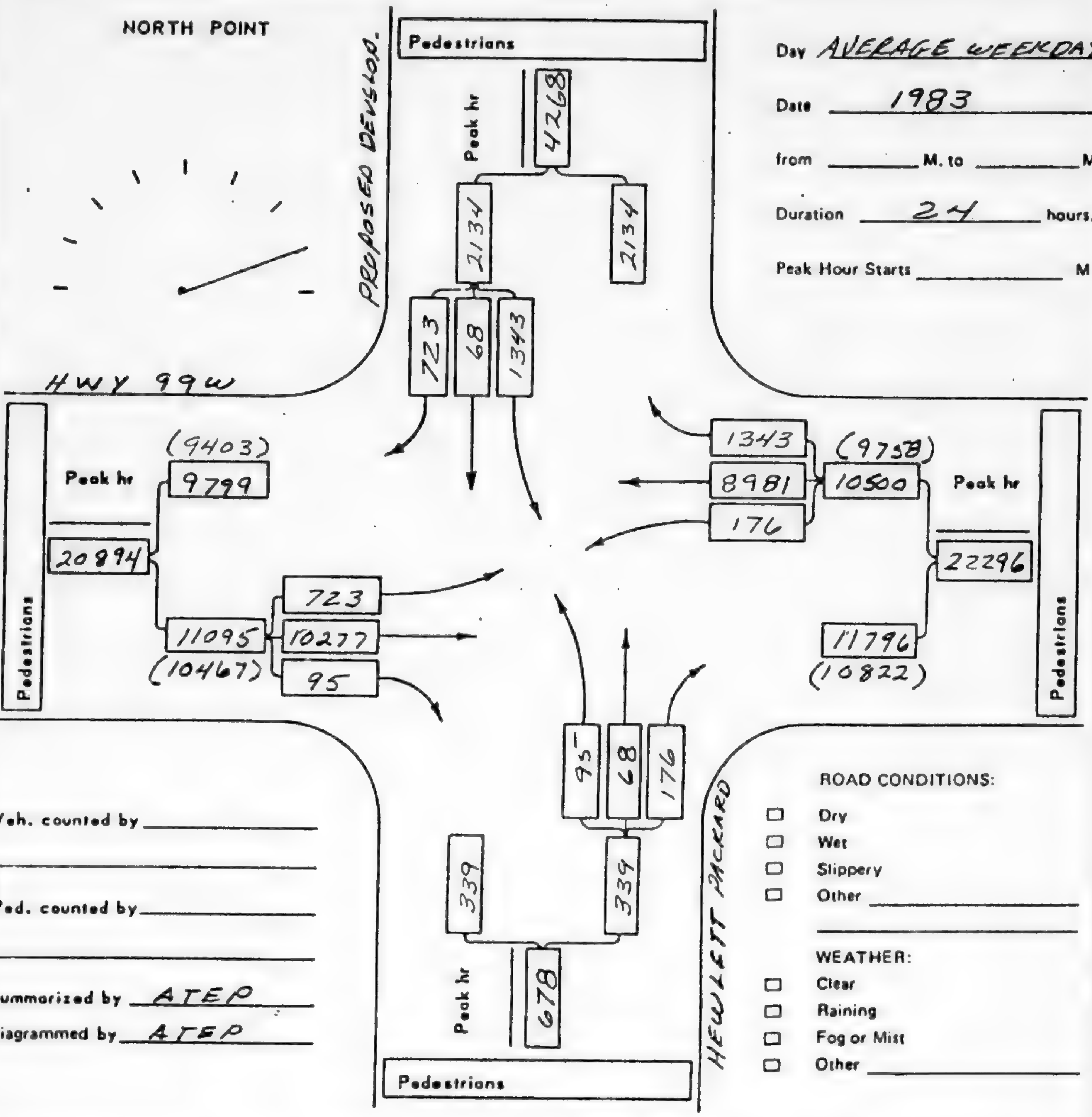
Day AVERAGE WEEKDAY

Date 1983

from ________ M. to ________ M.

Duration 24 hours.

Peak Hour Starts ________ M.


NORTH POINT
PROPOSED DEVELOP.
Pedestrians
Peak hr
4268
2134
2134
723
68
1343
HWY 99W
Peak hr
(9403)
9799
20894
723
11095
10277
95
(10467)
Pedestrians
1343
(9758)
8981
10500
176
Peak hr
22296
11796
(10822)
Pedestrians
95
68
176
339
339
Peak hr
678
Pedestrians
HEWLETT PACKARD

Veh. counted by ________

Ped. counted by ________

Summarized by ATEP

Diagrammed by ATEP

ROAD CONDITIONS:

☐ Dry
☐ Wet
☐ Slippery
☐ Other ________

WEATHER:

☐ Clear
☐ Raining
☐ Fog or Mist
☐ Other ________

REMARKS PROJECTED DAILY TRAFFIC WITH THIS DEVELOPMENT
(XXXXX) NORMAL GROWTH TRAFFIC VOLUMES WITHOUT
THIS DEVELOPMENT

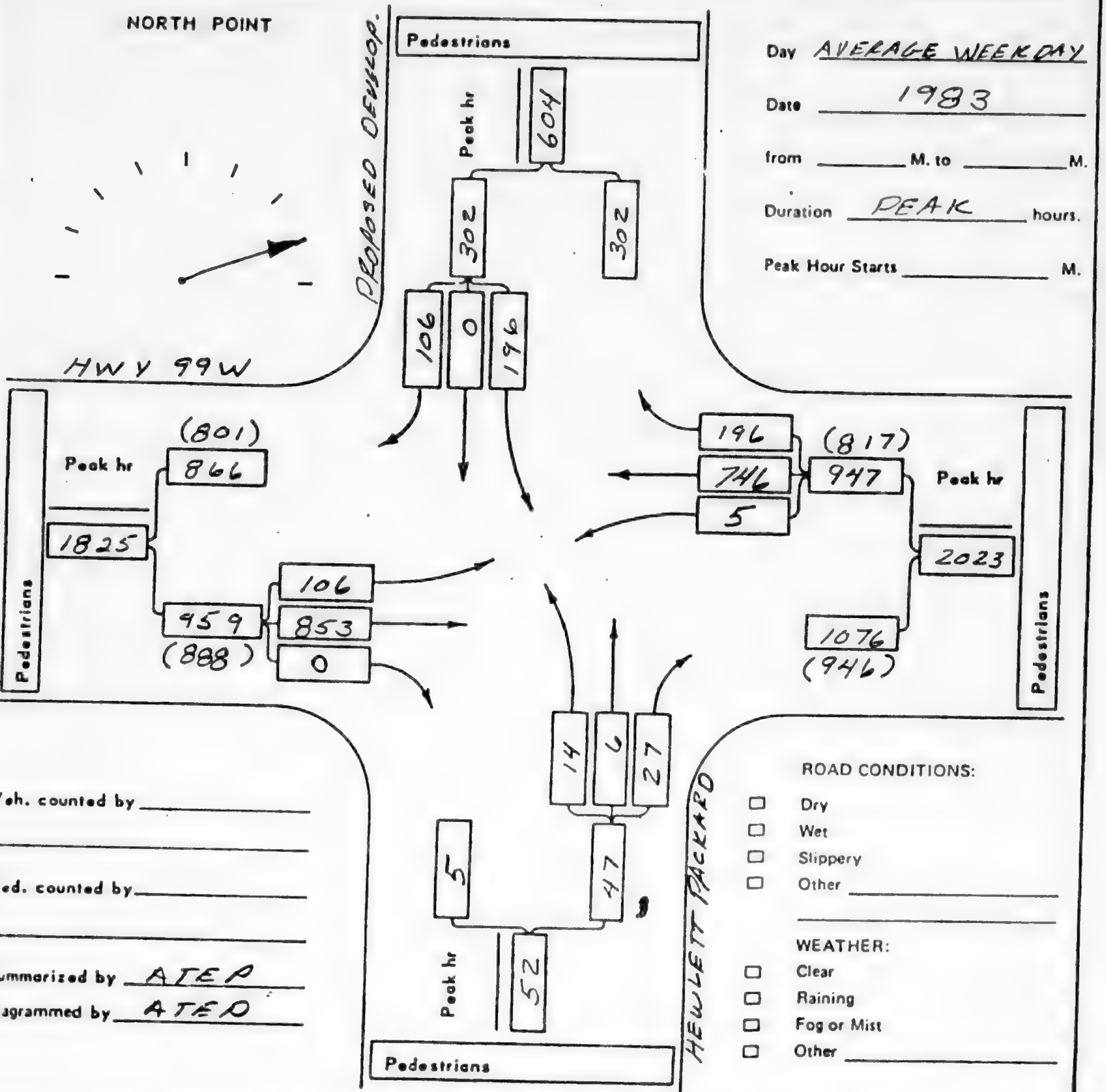
FIGURE 5

ASSOCIATED TRANSPORTATION ENGINEERING & PLANNING, Inc.

TRAFFIC VOLUME COUNT
SUMMARY DIAGRAM

Location MC MINNVILLE OREGON

Day AVERAGE WEEKDAY
Date 1983
from ________ M. to ________ M.
Duration PEAK hours.
Peak Hour Starts ________ M.


NORTH POINT
PROPOSED DEVELOP.
HWY 99W
HEWLETT PACKARD
Pedestrians
Peak hr
604
302
302
106
0
196
(801)
866
1825
959
(888)
106
853
0
196
746
5
(817)
947
2023
1076
(946)
14
6
27
47
5
52
Pedestrians
Peak hr
Pedestrians
Peak hr
Pedestrians
Peak hr
Pedestrians

Veh. counted by ________________
Ped. counted by ________________
Summarized by ATEP
Diagrammed by ATEP

ROAD CONDITIONS:
☐ Dry
☐ Wet
☐ Slippery
☐ Other ________________

WEATHER:
☐ Clear
☐ Raining
☐ Fog or Mist
☐ Other ________________

REMARKS PROJECTED PEAK HOUR TRAFFIC WITH THIS DEVELOPMENT
(XXX) NORMAL GROWTH TRAFFIC VOLUMES WITHOUT THIS DEVELOPMENT

FIGURE 6

2. This development's driveway be aligned with Hewlett-Packard's driveway with a minimum width of 42 feet, and be designed as an at-grade intersection rather than a curb cut. [illegible]

3. This development be allowed only one (1) access point for ingress and egress.

COPYRIGHT: ASSOCIATED TRANSPORTATION ENGINEERING & PLANNING, INC

006656

NOT
MICROFILMED
ORIGINAL
DOCUMENT
IN FILE

006657

NOT
MICROFILMED
ORIGINAL
DOCUMENT
IN FILE

1983 Mystic Cr.-Camas Valley 9633
Sec. of Coos Bay-Roseburg Hwy.
(gr, pav, lndscp, str, sign) #2

TONY

RECEIVED
STATE HWY ENGR
OCT 21 '91
ASSIGNED TO
FOR
INFO | INVES | ROUGH DRAFT | DIRECT REPLY | SIGN | ACT | FILE

cy:
Colume
Gip
copies sent
10-22-91

CLOSING REPORT

DATE: October 16, 1991

TO: John R. McCulloch, Jr.
Chief Trial Counsel

FROM: William F. Cloran
Assistant Attorney General

SUBJECT: Case Name: Ross Bros. v. State / State v. Ross Bros.
Court No.: Marion County Case No. 90C10168
DOJ File No: 734-980-C9633

BACKGROUND

In 1982, Ross Bros. was awarded Contract No. 9633 to improve the Coos Bay to Roseburg highway between Mystic Creek and Camas Valley. The contract included the usual clauses, making the Federal Davis-Bacon Act applicable. Ross Bros. subcontracted with Southern Oregon Concrete to supply aggregate stone and cementitious materials to the project. Southern Oregon Concrete set up a crushing operation on a State owned gravel bar in the Umpqua River. Early in the project, state labor enforcement officials connected with the Department of Transportation took the position that the crushing operation was fully dedicated to the performance of State jobs and was governed by the wage and hour provisions of the Davis-Bacon Act. Ross Bros., on behalf of its subcontractor, contested the finding. The State withheld money from payments to Ross Bros. to cover the estimated amount of wages not paid Southern Oregon's workers. A six year journey by Ross Bros. through the federal administrative process commenced.

The actual Mystic Creek/Camas Valley contract was completed in 1983, and a major contract case involving disputes from the job other than the dispute about labor were tried in 1986. The State attempted to bring the labor issue forward at that time, but Ross Bros. succeeded in having it excluded on the basis that it was still before the federal division authorities. In November of 1988, the United States, acting through its Wage Appeals Board, determined that the State's interpretation was correct, and that Ross Bros. owed some $42,000.00 to the employees of now defunct Southern Oregon Concrete. Ross Bros. refused to pay, and a legal wrangle ensued in which the State threatened to file an interpleader action. The threat of suit and punitive damages cause Ross Bros. to pay the money due the employees. Upon being presented with proof, the State released the $42,000.00 in withheld contract payments, which otherwise ~~may~~ have been the subject of the interpleader action.

Subsequent to coercing payment, Ross Bros., in what can only be described as an attempt at revenge, sued the State, claiming that the monies withheld were retainage, and that Ross Bros. was entitled to interest at 18% per annum for the 7 years the money was withheld. In the course of discovery, the State discovered that the monies had been held not in a retainage account but in its General Project Fund Account as money not earned by the contractor. Funds in this status are invested by the Treasury and collect interest. Over this period, approximately 8% per annum was paid. Ross Bros. claimed that money as well. The State took the position that the monies withheld were not retainage, that the interest amassed belonged to the workers, who were the beneficial recipients of money withheld. The issue was joined in a declaratory judgment action and counterclaim filed in the Ross Bros. suit.

CURRENT STATUS

The case has been concluded and all distributions made. An order has been signed approving the final accounting. Judgment was entered March 1, 1991, and a preliminary order and plan of distribution was entered May 30, 1991. The periods for objection or appeal have expired.

RECOMMENDATIONS AND LESSONS LEARNED

It is important to distinguish between retainage and other funds. Tracking of funds through the ODOT accounting system is difficult and tortuous at best. Those classifying the funds appear at times to be unsure of the status. Important cases with substantial amounts depend upon the status of the funds. Better control and correct classification would assist the Highway Division in asserting and defending its positions.

Cooperation of the Bureau of Labor and Industries and the Commissioner's office was important both in forcing Ross Bros. to make the initial payment and seeing to it that the interest actually earned on the money got into the right hands. Both ODOT and BOLI deserve recognition and commendation for getting into the frey when it might have been easier and legally justifiable to do something else.

DISPOSITION

This case has been concluded and all things required to be done by orders of the court have been accomplished. We view it as a successful case that plowed some new ground in the labor area.

WFC/pjv
JTT018D4

cc: Kendall Barnes
Bruce Klassen
Sherry Collins
Don Forbes
Dale Hormann
Commissioner Mary Wendy Roberts
Rob Haskins

Oregon

DEPARTMENT OF
TRANSPORTATION

Highway Division
Office of Operations

FILE CODE:
LEG

February 19, 1991

Bill Cloran
Attorney-in-Charge
Contracts Section, Trial Division
Department of Justice
Salem OR 97310

SUBJECT: Ross Bros. Construction v. State of Oregon (ODOT)
Marion Co. Circuit Court Case No. 90C-10168

This letter will confirm our telephone conversation on the subject of attorney fees for the plaintiff in this case. I think the judge's rulings were quite clear that the interest on the withheld labor violation amounts should be disbursed to the workers involved. In addition, the judge was clear that no attorney fees shall be awarded in this matter.

We will not participate in any settlement negotiations for the plaintiff's attorney fees, and we will not deduct our attorney fees from the fund, as the order stipulates.

It is my understanding the only option the plaintiffs have is to appeal the case to a higher court.

Thank you for your assistance in this matter. Please keep us advised.

Sincerely,

Wayne F Cobine
Wayne F. Cobine, P.E., P.L.S.
Manager, Office of Operations

SJL:nw
rossbros.wfc

CC: Paul Tiffany, BOLI
Bill Anhorn

WD

RECEIVED
STATE HWY ENGR
FEB 20 '91
ASSIGNED TO
FOR
S REPLY SIGN ACT FILE

2950 State Street
Salem, OR 97310
(503) 378-6528
FAX (503) 373-7395

DAVE FROHNMAYER
ATTORNEY GENERAL

JAMES E. MOUNTAIN, JR.
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
TRIAL DIVISION
Justice Building
Salem, Oregon 97310
Telephone: (503) 378-6313

RTN.

C09633

CASE TRANSMITTAL FORM

TO: Steve Littrell
Department of Transportation, Construction Section
1158 Chemeketa Street N.E.
Salem, Oregon 97310

FROM: BONNIE BEACH ~~Jean Panther~~, Trial Division, 450 Justice Building,
Salem, Oregon 97310

THE ATTACHED CLAIM/SUIT IS TRANSMITTED TO YOU FOR ASSIGNMENT OF BILLING NUMBER (i.e., contract number or any other appropriate number required by ODOT's accounting section).

CASE NAME: ROSS BROS. CONSTRUCTION INC v STATE ODOT

CASE NO.: MARION CIRCUIT 90 C 10168

DATE OF SERVICE: 1/24/90

D.O.J. ATTORNEY ASSIGNED: Bill Cloran

* * *

FOR ODOT TO COMPLETE AND IMMEDIATELY RETURN TO TRIAL DIVISION:

DATE RECEIVED: 2-15-90 Sent 2-28-90

BILLING NUMBER ASSIGNED: C09633/000/286 CREW: 0800

AGENCY CONTACT PERSONS: Steve Littrell/Bruce Walton 378-6528

Please send copy of contract if applicable.

cc: Jim Gix
John Read/Larry Carson
Cindy Carter
Bill Anhorn
Bruce Walton, Don Aman, Dick Hackk (authorized to override end date)

96[illegible]

DAVE FROHNMAYER
ATTORNEY GENERAL

JAMES E. MOUNTAIN, JR.
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
TRIAL DIVISION
Justice Building
Salem, Oregon 97310
Telephone: (503) 378-6313
FAX #: (503) 378-3784

February 12, 1990

Don Forbes
State Highway Engineer
Dept. of Transportation
Highway Division
102 Transportation Building
Salem, OR 97310

Re: Ross Bros. Construction v. Oregon Dept. of Transportation
Marion County Circuit Court No. 90C10168

Dear Mr. Forbes:

This is to inform you that the above entitled matter has been filed in Marion County Circuit Court. Named defendants include State of Oregon. This matter concerns alleged failure to pay interest on retainage.

I have assigned this case to Trial Attorney Bill Cloran, who will keep you apprised of significant developments in the case.

Sincerely,

John R. McCulloch Jr.

John R. McCulloch, Jr.
Chief Counsel, Trial Division

JRM/pjv
0897T

cc: Ken Husby
Cindy Carter

cc: Ankrum 7

Done
2-16-90
LRS

RECEIVED
STATE HWY ENGR
FEB 14 '90
ASSIGNED TO
FOR

INFO	INVES	ACTION DRAFT	DIRECT REPLY	SIGN	ACT	FILE

7633

7m

DAVE FROHNMAYER
ATTORNEY GENERAL

JAMES E. MOUNTAIN, JR.
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
TRIAL DIVISION
Justice Building
Salem, Oregon 97310
Telephone: (503) 378-6313
FAX #: (503) 378-3784

February 12, 1990

Susan G. Whitney
Seifer, Yeats, et al.
Suite 1516
900 S.W. 5th Avenue
Portland, OR 97204

Re: Ross Brothers Construction v State of Oregon (ODOT)
Marion County Circuit Court Case No. 90C-10168

Dear Ms. Whitney:

I will be representing the State in connection with this matter and will be calling you shortly concerning motions against the complaint. Since suit has been filed in this matter, and the State is a represented party, please have all contact between Seifer, Yeats, et al. and the State concerning this case directed through me. This method covers not only the attorneys representing your client, but also paralegals, consultants and nonprofessional staff or contractors engaged by Seifer, Yeats, et al. or your client.

Should you have any questions, please don't hesitate to call. You may reach me at 378-6313.

Very truly yours,

William F. Cloran

William F. Cloran
Attorney in Charge
Contracts Section

WFC/RKA/pjv
0845T

cc: Cindy Carter
Don Forbes
Ken Husby

cc: Anhorn
Husby
Pool

7

Done
2-15-90
LRS

RECEIVED
STATE HWY ENGR

FEB 13 '90

ASSIGNED TO

FOR

INFO	INVES	ROUGH DRAFT	DIRECT REPLY	SIGN	ACT	FILE

DAVE FROHNMAYER
ATTORNEY GENERAL

JAMES E. MOUNTAIN, JR.
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
TRIAL DIVISION
Justice Building
Salem, Oregon 97310
Telephone: (503) 378-6313
FAX #: (503) 378-3784

February 12, 1990

Don Forbes
State Highway Engineer
Highway Division
102 Transportation Bldg
Salem, OR 97310

Re: Ross Brothers Construction v State of Oregon (ODOT)
Marion County Circuit Court Case No. 90C-10168

Dear Mr. Forbes:

Attached please find a copy of the Complaint in the captioned matter.

The Highway Dept. withheld $40,673.47 in retainage form the Mystic Creek-Camas Valley Highway 42 project, #C09633, to assure Ross Brothers' compliance with the Davis-Bacon Act. Consequently, Ross Brothers paid all employees of Umpqua Sand & Gravel wages and fringes in the amount of $39,861.02.

Ross Bros Construction Co. alleges that the State owes them $29,285.00 for interest payments on the money that we held as retainage for three years. With your assistance, we will be looking onto the matter further.

I plan to follow the usual pattern of update letters.

I presume that Ken Husby will be the principle agency executive responsible.

In order to prepare for litigation, we need to do the following:

1. Steve Littrell and others interested need to sequester all records concerning the issues in this claim for the Mystic Creek-Camas Valley Project.

RECEIVED
STATE HWY ENGR
FEB 13 '90
ASSIGNED TO
Anhorn
FOR

INFO	INVES	ROUGH DRAFT	DIRECT REPLY	SIGN	ACT	FILE
X						

2. Agency personnel, including receptionists and those on the front desk who service the public, should be informed that a suit has been filed, and that no access is to be had to the records by persons outside the agency without permission of the assigned trial counsel.

3. All inquiries should be referred to trial counsel, including inquiries made by the press.

4. Ken Karnosh, Bryant Jackmond and others interested need to review the complaint and provide us with information or suggestions in connection with this matter. In order to be most useful to us, I need to receive their thoughts on the complaint on or before Thursday, February 16, 1990. We are due to respond on February 25th.

5. The legal firm representing Ross Bros. Construction is Seifer, Yeats, Whitney and Mills. Their trial attorney is Susan Whitney. Please inform suitable agency personnel of the pendency of the litigation, and advise administrators and employees that investigators, attorneys or others acting on behalf of Ross Bros. Construction, seeking information, should be referred to the Attorney General's office. If there have been any prior contacts with attorneys or representatives of Ross Bros. Construction Co., the employee should make a memorandum of the contact and forward it to me at the Department of Justice.

If you have any questions concerning the case, please don't hesitate to call me at 378-6313. Please encourage the involved members of your staff to do likewise.

This document is a communication of current case status and includes information on trial strategy. It is a privileged document from attorney to client. Neither the document nor its contents should be routinely circulated beyond the immediate addressees unless trial counsel is first consulted. The document should not be attached to nor made a part of an agenda for any public meeting, nor should it be discussed by the public body involved in open session without first consulting with trial counsel.

Very truly yours,

William F. Cloran

William F. Cloran
Attorney in Charge
Contracts Section

WFC/pjv
0315T

Enclosure

cc: Cindy Carter (w/encl)
Ken Karnosh (w/encl)
Bryant Jackson (w/encl)
Steve Littrell (w/encl)

attn J Nolan

Macy Whitney
8:35am
1/24/90

In the CIRCUIT Court of the State of Oregon

For the County of MARION

ROSS BROS. CONSTRUCTION, INC., an Oregon corporation,

Plaintiff

vs.

STATE OF OREGON, acting by and through its Department of Transportation, Highway Division,

Defendant

No. 90C10168

SUMMONS

To STATE OF OREGON, by and through its Department of Tranportation, Highway Division, through the State Attorney General, David B. Frohnmayer, Department of Justice, 100 Justice Building, Salem, Oregon 97310 Defendant.

You are hereby required to appear and defend the complaint filed against you in the above entitled action within thirty (30) days from the date of service of this summons upon you, and in case of your failure to do so, for want thereof, plaintiff(s) will apply to the court for the relief demanded in the complaint.

Susan G Whitney

SIGNATURE OF ATTORNEY/AUTHOR FOR PLAINTIFF

Susan G. Whitney OSB #69156

ATTORNEY'S/AUTHOR'S NAME (TYPED OR PRINTED) BAR NO. (IF ANY)

900 S.W. Fifth Avenue, #1516

ADDRESS

Portland, Oregon 97204 (503) 223-674

CITY STATE ZIP PHONE

TRIAL ATTORNEY IF OTHER THAN ABOVE (TYPED OR PRINTED) BAR NO.

NOTICE TO THE DEFENDANT: READ THESE PAPERS CAREFULLY!

You must "appear" in this case or the other side will win automatically. To "appear" you must file with the court a legal paper called a "motion" or "answer." The "motion" or "answer" must be given to the court clerk or administrator within 30 days along with the required filing fee. It must be in proper form and have proof of service on the plaintiff's attorney or, if the plaintiff does not have an attorney, proof of service upon the plaintiff.

If you have any questions, you should see an attorney immediately.

STATE OF OREGON,
County of Multnomah } ss.

I, the undersigned attorney of record for the plaintiff, certify that the foregoing is an exact and complete copy of the original summons in the above entitled action.

Susan G Whitney

ATTORNEY OF RECORD FOR PLAINTIFF(S)

TO THE OFFICER OR OTHER PERSON SERVING THIS SUMMONS: You are hereby directed to serve a true copy of this summons, together with a true copy of the complaint mentioned therein, upon the individual(s) or other legal entity(ies) to whom or which this summons is directed, and to make your proof of service on the reverse hereof or upon a separate similar document which you shall attach hereto.

Susan G Whitney

ATTORNEY(S) FOR PLAINTIFF(S)

SEIFER, YEATS, WHITNEY & MILLS
ATTORNEYS FOR PLAINTIFF
Suite 1516
900 S. W. Fifth Avenue
Portland, Oregon 97204
(503) 223-6740

PAGE 1—SUMMONS.

FORM No. 190—SUMMONS © 1985
Stevens-Ness Law Pub. Co.
Portland, OR 97204 OS

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MARION

ROSS BROS. CONSTRUCTION, INC., an Oregon corporation,

Plaintiff,

v.

STATE OF OREGON, acting by and through its Department of Transportation, Highway Division,

Defendant.

CASE NO. 90C10168

COMPLAINT

(Breach of Contract)

1.

Plaintiff Ross Bros. Construction, Inc. (hereinafter "Ross Bros.") is an Oregon corporation engaged in the business of a general contractor for the construction of roads, bridges, buildings and other improvements.

2.

Defendant is the State of Oregon acting by and through its Department of Transportation, Highway Division (hereinafter "State"). Defendant may be sued pursuant to ORS 30.320 and other provisions of law.

3.

In May 1983, Plaintiff and Defendant entered into a contract for the reconstruction of the Coos Bay to Roseburg Highway between Mystic Creek and Camas Valley in Douglas County Oregon, OSHD Contract No. 9633. A portion of the funds to carry out the contract were provided by the United States of America, which required the contract to contain provisions incorporating the requirements of the Federal Davis-Bacon Act, 40 USC 276a and its implementing regulations administered by and under the guidance of the United States Department of Labor. Defendant Ross Bros. was required to incorporate the requirements of the Act into its subcontracts and to assure subcontractor compliance.

4.

The Contract between plaintiff and defendant authorized defendant to withhold from payments otherwise due to defendant Ross Bros. sums sufficient to assure that Ross Bros. would satisfy its obligations under the Act to pay or to assure the payment of laborers and mechanics employed by Ross Bros. or its subcontractors.

5.

In 1983, Ross Bros. sought a determination by the U.S. Department of Labor regarding the applicability of the Davis-Bacon Act provisions of the employees of its supplier, Umpqua Sand & Gravel. The U.S. Department of Labor determined that the Act was applicable to those employees and the Wage and Appeals Board affirmed that determination on November 21, 1988.

6.

Ross Bros. subsequently made payment of all wages due employees of Umpqua Sand & Gravel, and provided evidence of said payment to defendant on or about November 1, 1989.

7.

Defendant had withheld from amounts otherwise earned and payable to Ross Bros. a sum sufficient to pay all the disputed wages, in the amount of $40,673.47. On or about December 10, 1989, Defendant paid the sum of $40,673.47 to Ross Bros.

8.

The project was completed on or about October 11, 1985. On or about November 18, 1985, Ross Bros. gave written notice to the State that it considered the work under the contract to be complete.

9.

The State, within 15 days after receiving notice of completion from Ross Bros., failed to accept the work or notify Ross Bros. of the work yet to be performed on the contract.

10.

Pursuant to ORS 279.575(3) Ross Bros. is entitled to recover from the State interest on the sum of $40,673.47 from 45 days after November 18, 1985, to the date of release of the funds, at the rate of one and one-half percent per month, which is the sum of approximately $29,285.00.

DATED this 18th day of January, 1990.

SEIFER, YEATS, WHITNEY & MILLS

BY: Susan G Whitney
Susan G. Whitney - OSB #79485

IMPORTANT HEARING NOTICE * * * * * READ CAREFULLY
IF YOU DO NOT COMPLY WITH THE FOLLOWING, YOUR CASE WILL BE DISMISSED

CASE NO. [illegible]

Kass Bros. Construction vs. State Transportation

THIS CASE HAS BEEN ASSIGNED TO JUDGE RICHARD D. BARBER.

All correspondence or other communications shall be directed to his office at the address below.

THIS CASE IS PENDING AND IF THE PARTY SERVED WITH THE SUMMONS INTENDS TO CONTEST THIS MATTER, THAT PARTY MUST FILE A RESPONSE OR OTHER APPEARANCE AS PROVIDED IN THE SUMMONS.

YOUR or YOUR ATTORNEY'S APPEARANCE IS MANDATORY AT THE STATUS CONFERENCE ON THE DATE BELOW:

STATUS CONFERENCE DATE: April 17, 199[illegible] **at 8:30 A.M.**

Before: JUDGE RICHARD D. BARBER, Circuit Court, Marion County

If the Plaintiff has not filed a Return of Acceptance of Service by the 63rd day after the filing of the Complaint, the case will be dismissed for want of prosecution 28 days later. If Proof of Service is not filed with the Court by the 91st day from filing of the Complaint, the case will be continued only upon showing of good cause on Motion supported by Affidavit.

Follow these instructions carefully and refer to the Uniform Trial Court Rules for further information or clarification.

```
*******************************************************
* NOTICE TO PLAINTIFF/PLAINTIFF ATTORNEYS:            *
*                                                     *
* It is your responsibility to advise Defendant(s) and/or *
* their counsel, of the Status Conference date.      *
*                                                     *
* You shall notify the Court if service is not obtained *
* prior to the date of the Status Conference.        *
*                                                     *
* Failure to appear at the Status Conference may mean *
* dismissal of this case.                             *
*******************************************************
```

JUDGE RICHARD D. BARBER
Marion County Circuit Judge
206 Marion County Courthouse
Salem, Oregon 97301
(503) 588-5033

DATE: [illegible]

9633

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 1-143	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	State OREGON
PROJECT REPORT NUMBER	1-29-90	County DOUGLAS
MODIFICATION NUMBER 7		Project Number F-14(17)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on JULY 8, 19 83, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 7,773,580	$ 7,692,185
Federal funds	$ 7,384,901	$ 7,307,575
Other revisions		

This modification is made for the following reasons: TO RELEASE FEDERAL FUNDS FOR USE ON OTHER PROJECTS.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 29TH day of JAN, 19'90.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

MANAGER, PROGRAM SECTION
(Title)

XXBy FOR: DONALD E. FORBES, P.E.

STATE HIGHWAY ENGINEER
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

FOR: DALE E. WILKEN

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON NOVEMBER 30, 1989

FEDERAL AID PROJECT NO. F-14(17)

MYSTIC CREEK-CAMAS VALLEY SECTION
COOS BAY-ROSEBURG HIGHWAY
DOUGLAS COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE IOOO
ROADWAY (STA. 1482+49.95 TO EQ. STA. 1600+92.65 BK.=1595+80.99 AH)

Subtotal as on previous estimate of 6/23/88		$	3,812,992.24
	Engineering		539,587.76
	Subtotal	$	4,352,580.00
Lump Sum Deobligation (-)			(81,395.00)
	Total	$	4,271,185.00

TYPE CODE YOO3
LANDSCAPING

Total as on previous estimate of 6/23/88	$	23,400.00

TYPE CODE XO81
STRUCTURES, BRIDGE NOS. 16410, 16411, 16412, 16413, 16414, 16415, 16606, and 16607
TYPE CODE XO21
STRUCTURE, BRIDGE NO. 6693
TYPE CODE X034
STRUCTURE, BRIDGE NO. 16416

Total as on previous estimate of 6/23/88	$	3,397,600.00

Length of Roadway -------------------------- 1.90 mi.
Length of Structure -------------------------- 0.34 mi.
Total 2.24 mi.

Cost of Roadway Per Mile ----------------- $2,260,307.89

RETAIN IN RESERVE
(AMOUNTS NOT INCLUDED IN SUMMARY)

Slide Correction	All Required	$	80,000.00
Slide Stabilization	All Required		20,000.00
	Total	$	100,000.00

SUMMARY OF FUNDS (95%)

TYPE CODE	APPN CODE	TOTAL COST	FEDERAL FUNDS	STATE FUNDS
IOOO	A06	$ 4,271,185.00	$ 4,057,625.00	$ 213,560.00
YOO3	A06	23,400.00	22,230.00	1,170.00
XO81}				
XO21}	A06	3,397,600.00	3,227,720.00	169,880.00
XO34}				
TOTAL		$ 7,692,185.00	$ 7,307,575.00	$ 384,610.00

Subjob 010: 0%; 011: 100%
Contract No. 9,633
Prefix: C010-1946 (P.E.)
C09633
DDB:bkw

-16

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 6-155	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089 State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Douglas
MODIFICATION NUMBER 6		Project Number F-14(17)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on July 8, 1983, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$7,687,183.00	$7,773,580.00
Federal funds	$7,302,823.68	$7,384,901.00
Other revisions		

This modification is made for the following reasons: To include increase in construction cost.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the [illegible] day of [illegible], 19[illegible].

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Joseph H. Speight for

MANAGER, PROGRAM SECTION
(Title)

XXX FOR: DONALD E. FORBES, P.E.

STATE HIGHWAY ENGINEER
(Title)

By ____________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ____________________
(Division Administrator)

FOR: DALE E. WILKEN

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON JUNE 23, 1988

FEDERAL AID PROJECT NO. F-14(17)

MYSTIC CREEK-CAMAS VALLEY SECTION
COOS BAY-ROSEBURG HIGHWAY
DOUGLAS COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE I000
ROADWAY (STA. 1482+49.95 TO EQU. STA. 1600+92.65 BK=1595+80.99 ALT.)

ITEM	UNIT	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Temp. Cont. Rail Traf. Barriers Reflec.	LF	$ 6.00	575	$ 3,450.00	725	$ 4,350.00
Flagmen	HR	15.00	6,867.20	103,008.00	7,009.50	105,142.50
General Excav.	CY	3.25	344,168	1,118,546.00	366,183.14	1,190,095.21
Toe Trench Excav.	CY	3.00	8,893	26,679.00	12,491.51	37,474.53
				$1,251,683.00		$1,337,062.24

Total Increase	$ 85,379.24
Subtotal as on estimate of Dec. 18, 1987	$3,727,613.00
Increase	85,379.24
Subtotal	$3,812,992.24
Engineering	539,587.76
Total	$4,352,580.00

TYPE CODE Y003
LANDSCAPING

Total as on estimate of December 18, 1987	$ 23,400.00

TYPE CODE: X081 Structures = Bridge Nos. 16410, 16411, 16412, 16413, 16414, 16415, 16606, and 16607
X021 Structure = Bridge No. 669B
X034 Structure = Bridge No. 16416

Subtotal as on estimate of Dec. 18, 1987	$2,983,271.00
Engineering	414,329.00
Total	$3,397,600.00

Length of Roadway	1.90 mi.
Length of Structures	0.34 mi.
Total	2.24 mi.
Cost of Roadway Per Mile	$2,290,831.58

WORK RETAIN IN PROGRAM
(AMOUNTS NOT INCLUDED IN SUMMARY)

Slide Correction	All Required	$ 80,000.00
Slide Stabilization	All Required	20,000.00
	Total	$ 100,000.00

SUMMARY OF FUNDS (95%)

Description	Appn Code	Total Cost	Federal Funds	State Funds
Roadway	A06	$ 4,352,580.00	$ 4,134,951.00	$ 217,629.00
Landscaping	A06	23,400.00	22,230.00	1,170.00
Structures	A06	3,397,600.00	3,227,720.00	169,880.00
Total		$ 7,773,580.00	$ 7,384,901.00	$ 388,679.00

Contract No. 9,633
Sub. Job 010 = 0%; 011 = 100%
Prefix: C010-1946 (P.E.
C09633

DDB:bkw

9633

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 12-173	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	State Oregon
PROJECT REPORT NUMBER		County Douglas
MODIFICATION NUMBER 5	1[illegible]	Project Number F-14(17)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on July 8, 19 83, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 7,681,000	$ ~~7,688,200~~ 7687,183
Federal funds	$ 7,296,950	$ ~~7,303,790~~ 7302,823.68 sw
Other revisions		

This modification is made for the following reasons: To include increase in construction cost.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 29TH day of DEC, 19 '87.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Joseph M. Speight for
Manager, Program Section
(Title)

XXX For: Larry Rulien
State Highway Engineer
(Title)

By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON DECEMBER 18, 1987

FEDERAL AID PROJECT NO. F-14(17)

MYSTIC CREEK-CAMAS VALLEY SECTION
COOS BAY-ROSEBURG HIGHWAY
DOUGLAS COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE I000
ROADWAY (STA. 1482+49.95 TO EQUA. STA. 1600+92.65 BK = 1595+80.99 AH)

ITEM	UNIT	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Temporary Signs	SF	$ 14.00	492	$ 6,888.00	612.85	$ 8,580.00
Flagmen	HR	15.00	6,500	97,500.00	6,867.20	103,008.00
				$104,388.00		$111,588.00

Total Increase	$ 7,200.00
Subtotal from Estimate of November 17, 1987, Including Engineering	4,260,000.00
Total	$4,267,200.00

TYPE CODE Y003
LANDSCAPING

Total from estimate of 11-17-87, including engineering	$ 23,400.00

TYPE CODE X081: STRUCTURE, BRIDGES NOS. 16410, 16411, 16412, 16413, 16414, 16415, 16606, & 16607; TYPE CODE X034: STRUCTURE, BRIDGE NO. 16416; TYPE CODE X021: STRUCTURE; BRIDGE NO. 669B

Total from estimate of 11-17-87, including engineering	$3,397,600.00

Length of Roadway	1.90 mi.
Length of Structure	0.34 mi.
Total Length	2.24 mi.

Cost of Roadway Per Mile	$2,245,894.74

Work Retained in Program
(Not Included in Amounts in Summary)

Slide Correction	All Required	$ 80,000.00
Slide Stabilization	All Required	20,000.00
		$ 100,000.00

SUMMARY OF FUNDS (95%)

Description	Appn Code	Total Cost	Federal Funds	State Funds
Roadway	A06	4266 183.00 ~~$4,267,200.00~~	4052,873.68 ~~$4,053,840.00~~	$ 213,360.00
Landscaping	A06	23,400.00	22,230.00	1,170.00
Structures	A06	3,397,600.00	3,227,720.00	169,880.00
Total		~~$7,688,200.00~~ 7,687,183.00	~~$7,303,790.00~~ 7,302,823.68	$ 384,410.00

Sub. Job 010: 0%; Sub. Job 011: 100%
Contract No. 9633
Prefix: C010-1946
Prefix: C09633
DDB:bkw

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 11-106		State Oregon
PROJECT REPORT NUMBER		County Douglas
MODIFICATION NUMBER 4		Project Number F-14(17)

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on July 8 , 19 83 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 7,615,045	$ 7,681,000
Federal funds	$ 7,234,292	$ 7,296,950
Other revisions		

This modification is made for the following reasons:

To include increases in construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 23RD day of NOV , 19 87 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Joseph M. Speight for

Manager, Program Section
(Title)

~~By~~ For: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon November 17, 1987

Federal-Aid Project No. F-14(17)

Mystic Creek - Camas Valley Section
Coos Bay - Roseburg Highway
Douglas County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code I000
Roadway (Sta. 1482+49.95 to Eq. Sta. 1600+92.56 Bk = 1595+80.99 AH)

Subtotal from Estimate of December 5, 1984	$3,720,412.50
Engineering	539,587.50
Total	$4,260,000.00

Type Code Y003
Landscaping

Total as on Estimate of July 1, 1983	$ 23,400.00

Type Code: X081 Structures = Bridge Nos. 16410, 16411, 16412, 16413, 16414, 16415, 16606 & 16607
X034 Structure - Bridge No. 16416
X021 Structure - Bridge Nos. 669B

Subtotal as on Estimate of July 1, 1983	$2,983,271.00
Engineering	414,329.00
Total	$3,397,600.00

Length of Roadway -------------------	1.90 mi.
Length of Structures ----------------	0.34 mi.
Total	2.24 mi.

Cost of Roadway Per Mile ------------	$2,229,192.63

Work Retained in Program
(Not Included in Amounts Below)

Slide Correction	All Required $	80,000.00
Slope Stabilization	All Required	20,000.00

SUMMARY OF FUNDS (95%)

Description	Appn Code	Total Cost	Federal Funds	State Funds
Roadway	A06	$4,260,000.00	$4,047,000.00	$213,000.00
Landscaping	A06	23,400.00	22,230.00	1,170.00
Structures		3,397,600.00	3,227,720.00	169,880.00
		$7,681,000.00	$7,296,950.00	$384,050.00

Group 1 = 100%
Contract No. 9633
Prefix: 10-1946
Prefix: C09633

RLC:me

Group 1
Contract No.
Prefix:

91-33

TO BE COMPLETED BY FHWA	
MONTHLY TRANSACTION NUMBER	9-68
PROJECT REPORT NUMBER	
MODIFICATION NUMBER	3

U.S. Department of Transportation
Federal Highway Administration

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

2-14-87

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

State	Oregon
County	Douglas
Project Number	F-14(17)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on July 8, 19 83 is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 7,600,045	$ 7,615,045
Federal funds	$ 7,220,042	$ 7,234,292
Other revisions		

This modification is made for the following reasons:

To include increases in construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 14TH day of SEP, 19 87

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Joseph A. Speight for

Manager, Program Section
(Title)

XBYX For: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

★ U.S. GOVERNMENT PRINTING OFFICE: 1985 -491-818/46154

Oregon State Highway Division
Salem, Oregon September 3, 1987

Federal-Aid Project No. F-14(17)

Mystic Creek - Camas Valley Section
Coos Bay - Roseburg Highway
Douglas County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code I000
Roadway (Sta. 1482+49.95 to Eq. Sta. 1600+92.56 Bk = Sta. 1595+80.99 AH)

ITEM	UNIT	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
		Subtotal from Estimate of December 5, 1984				$3,720,412.50
					Engineering	515,053.50
					Total	$4,235,466.00

Type Code Y003
Landscaping

Total as on Estimate of July 1, 1983	$ 23,400.00

Type Code: X081 Structures - Bridge Nos. 16410, 16411, 16412, 16413, 16414, 16415, 16606 & 16607
X034 Structure - Bridge No. 16416
X021 Structure - Bridge No. 669B

Total as on Estimate of July 1, 1983	$3,356,179.00

Length of Roadway -------------------- 1.90 mi.
Length of Structures ----------------- 0.34 mi.
Total 2.24 mi.

Cost of Roadway Per Mile ------------ $2,229,192.63

Work Retained in Program
(Not Included in Amounts Below)

Slide Correction	All Required	$ 80,000.00
Slope Stabilization	All Required	20,000.00

SUMMARY OF FUNDS (95%)

Description	Appn Code	Total Cost	Federal Funds	State Funds
Roadway	A06	$4,235,466.00	$4,023,692.00	$211,774.00
Landscaping	A06	23,400.00	22,230.00	1,170.00
Structures		3,356,179.00	3,188,370.00	167,809.00
Total		$7,615,045.00	$7,234,292.00	$380,753.00

Group 1 = 100%
Contract No. 9633
Prefix: 10-1946
Prefix: C09633

RLC:me

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NUMBER: 6-289

PROJECT REPORT NUMBER:

MODIFICATION NUMBER: 2

U.S. Department of Transportation
Federal Highway Administration

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

State: OREGON

County: DOUGLAS

Project Number: F-14(17)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on July 8 , 19 83 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 7,574,045	$ 7,600,045
Federal funds	$ 7,195,342	$ 7,220,042
Other revisions		

This modification is made for the following reasons: To include increases in construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 23RD day of JUN , 19 '87

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Joseph R. Speight for

Manager, Program Section
(Title)

~~BY~~ FOR: Larry Rulien

State Highway Engineer
(Title)

By ____________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ____________________
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

★ U.S. GOVERNMENT PRINTING OFFICE: 1986 -491-818/46154

Oregon State Highway Division
Salem, Oregon June 15, 1987

Federal-Aid Project No. F-14(17)

Mystic Creek-Camas Valley Section
Coos Bay-Roseburg Highway
Douglas County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code I000
Roadway (Sta. 1482+49.95 to Eq. Sta. 1600+92.56 Bk = Sta. 1595+80.99 AH)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT	
SUBTOTAL from Estimate of December 5, 1984						$3,720,412.50
				Engineering		500,053.50
				TOTAL		$4,220,466.00

Type Code Y003
Landscaping

TOTAL as on Estimate of July 1, 1983	$ 23,400.00

Type Code: X081 Structures - Bridge Nos. 16410, 16411, 16412, 16413, 16414, 16415, 16606 & 16607
X034 Structure - Bridge No. 16416
X021 Structure - Bridge No. 559B

TOTAL as on Estimate of July 1, 1983	$3,356,179.00

Length of Roadway -------------------	1.90 mi.
Length of Structure -----------------	0.34 mi.
TOTAL	2.24 mi.

Work Retain in Program
(Not Included in Amounts Below)

Slide Correction	All Required	$ 80,000.00
Slope Stabilization	All Required	20,000.00

SUMMARY OF FUNDS (95%)

Description	Appn Code	Total Cost	Federal Funds	State Funds
Roadway	A06	$4,220,466.00	$4,009,442.00	$211,024.00
Landscaping	A06	23,400.00	22,230.00	1,170.00
Structures	A06	3,356,179.00	3,188,370.00	167,809.00
TOTAL		$7,600,045.00	$7,220,042.00	$380,003.00

Group 1: 100%
Contract No. 9633
Prefix: 10-1946
Prefix: 10-1021

RLC:pf

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 104	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	State OREGON
		County DOUGLAS
MODIFICATION NUMBER 1		Project Number F-14(17)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on July 8, 19 83, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 7,324,045.00	$ 7,574,045.00
Federal funds	$ 6,957,842.00	$ 7,195,342.00
Other revisions		

This modification is made for the following reasons: To include increases in construction and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 13th day of December, 1984.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

~~BY~~ FOR: H. S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON DECEMBER 5, 1984

FEDERAL AID PROJECT NO. F-14(17)

MYSTIC CREEK-CAMAS VALLEY SECTION
COOS BAY-ROSEBURG HIGHWAY
DOUGLAS COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE I000
ROADWAY (Sta. 1482+49.95 to Eq. Sta. 1600+92.56 BK =
Sta. 1595+80.99 Ah.)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Geotextile Fabric, 8oz (PA #6)	$ 2.99	--	$ --	16,000	$ 47,840.00
Geotextile Fabric, 10oz (PA #6)	3.29	--	--	5,000	16,450.00
Class C A/C Mix (PA #12)	15.95	--	--	9,400	149,930.00
SUBTOTALS			$ --		$214,220.00

Increase	$ 214,220.00
SUBTOTAL from Estimate of July 1, 1983	3,506,192.50
SUBTOTAL	$3,720,412.50
Engineering	474,053.50
TOTAL	$4,194,466.00

TYPE CODE Y003
LANDSCAPING

TOTAL as on Estimate of July 1, 1983	$ 23,400.00

TYPE CODE: X081 Structures - Bridge Nos. 16410, 16411, 16412, 16413, 16414, 16415, 16606 & 16607
X034 Structure - Bridge No. 16416
X021 Structure - Bridge No. 559B

TOTAL as on Estimate of July 1, 1983	$3,356,179.00

Length of Roadway ------------------	1.90 mi.
Length of Structures ---------------	0.34 mi.
TOTAL	2.24 mi.
Cost of Roadway Per Mile -----------	$2,207,613.68

WORK RETAINED IN PROGRAM
(Not Included in Amounts Below)

ide Correction	All Required	$ 80,000.00
Slope Stabilization	All Required	20,000.00

SUMMARY OF FUNDS (95%)

DESCRIPTION	TOTAL COST	FEDERAL FUNDS	STATE FUNDS
Roadway	$4,194,466.00	$3,984,742.00	$209,724.00
Landscaping	23,400.00	22,230.00	1,170.00
Structures	3,356,179.00	3,188,370.00	167,809.00
TOTAL	$7,574,045.00	$7,195,342.00	$378,703.00

oup 1: 100%
ontract No. 9633
Prefix: 10-1946
Prefix: 10-1021

WH:pf

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO.	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT**	State Oregon County Douglas Project No. F-14(17)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Mystic Creek Camas Valley Section

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	4-13-83	2.24

OTHER *(Specify)*

FUNDS PRO RATA 95.00%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 7,324,045.00	$ 6,957,842.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator JUL 5 1983

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

Oregon State Highway Division
Salem, Oregon July 1, 1983

Federal-Aid Project No. F-14(17)

Mystic Cr. - Camas Valley Section
Coos Bay-Roseburg Highway
Douglas County

PROJECT AGREEMENT ESTIMATE

Type Code I000
Roadway (Sta. 1482+49.95 to Eq. Sta. 1600+92.56 Bk =
Sta. 1595+80.99 Ah.)

Furnishing Field Laboratory		Each		$ 3,500.00
Mobilization		All Required		454,000.00
Temporary Protection and Direction of Traffic		All Required		21,000.00
Temporary Signs	492	Sq. Ft.	14.00	6,888.00
Temporary Barricades	38	Each	100.00	3,800.00
Temporary Continuous Rail Traffic Barriers, Reflectorized	575	Lin. Ft.	6.00	3,450.00
Temporary Guard Rail, Type 1 Reflectorized	2,400	Lin. Ft.	5.00	12,000.00
Temporary Guard Rail, Type 1-A Modified, Reflectorized	138	Lin. Ft.	8.00	1,104.00
Temporary Reflective Pavement Markers	120	Each	7.00	840.00
Flagmen	6,500	Hour	15.00	97,500.00
Pilot Car	500	Hour	20.00	10,000.00
Straw Bale Sediment Barrier, Type A	7,000	Lin. Ft.	3.00	21,000.00
Straw Bale Sediment Barrier, Type B	400	Lin. Ft.	5.00	2,000.00
Temporary Sediment Fence	600	Lin. Ft.	5.00	3,000.00
Temporary Slope Drains	1,000	Lin. Ft.	6.00	6,000.00
Temporary Drainage Curbs	2,000	Lin. Ft.	2.00	4,000.00
Temporary Scour Holes	30	Each	100.00	3,000.00
Sand Bags	150	Each	20.00	3,000.00
Clearing and Grubbing		All Required		240,000.00
Removal of Structures and Obstructions		All Required		21,000.00
Ditch Excavation	435	Cu. Yd.	4.00	1,740.00
Embankment Foundation Excavation	5,000	Cu. Yd.	6.00	30,000.00
General Excavation	344,168	Cu. Yd.	3.25	1,118,546.00
Toe Trench Excavation	8,893	Cu. Yd.	3.00	26,679.00
Extra for Selected Topsoil Material	225	Cu. Yd.	8.00	1,800.00
Extra for Selected Rock Embankment Material	34,719	Cu. Yd.	2.00	69,438.00

Extra for Selected Rock in Ditch Material	375	Cu. Yd.	7.50	2,812.50
Trench Excavation	1,888	Cu. Yd.		26,432.00
Finishing Roadbed and Slopes		All Required		32,000.00
Watering	380	M-Gal.	15.00	5,700.00
1"-0 Aggregate Base	12,000	Ton	8.95	107,400.00
Aggregate Shoulders	4,000	Ton	8.95	35,800.00
Treated Base Mixture	33,000	Ton	10.25	338,250.00
Cement in Treated Base Mixture	1,815	Ton	80.00	145,200.00
Class 'B' Asphalt Concrete Mixture	12,500	Ton	15.95	199,375.00
Asphalt Cement in Mixture	750	Ton	170.00	127,500.00
Asphalt in Tack Coat	8	Ton	250.00	2,000.00
Membrane Waterproofing	805	Ton	6.00	4,830.00
Concrete in Box Culvert	65	Cu. Yd.	390.00	25,350.00
Reinforcement in Box Culvert	8,900	Lbs.	0.40	3,560.00
8-inch Culvert Pipe	453	Lin. Ft.	8.00	3,624.00
12-inch Culvert Pipe	1,824	Lin. Ft.	10.00	18,240.00
18-inch Culvert Pipe	1,271	Lin. Ft.	15.00	19,065.00
36-inch Arch Type Pipe	62	Lin. Ft.	30.00	1,860.00
12-inch Slip Joints	4	Each	325.00	1,300.00
18-inch Slip Joints	2	Each	500.00	1,000.00
Extra for Pipe under Pavement	26	Lin. Ft.	20.00	520.00
Concrete Inlets, Type G-1	4	Each	500.00	2,000.00
Concrete Inlets, Type G-2	10	Each	500.00	5,000.00
Concrete Inlets, Type M-E	4	Each	850.00	3,400.00
3-inch Drain Pipe	92	Lin. Ft.	2.00	184.00
6-inch Drain Pipe	3,594	Lin. Ft.	3.00	10,782.00
8-inch Drain Pipe	2,515	Lin. Ft.	5.00	12,575.00
Filter Fabric	18,175	Sq. Yd.	2.00	36,350.00
Gravel in Drains	910	Cu. Yd.	15.00	13,650.00
Guard Rail, Type 2A	7,000	Lin. Ft.	9.00	63,000.00
Guard Rail, Type 3	900	Lin. Ft.	20.00	18,000.00
Guard Rail Anchors, Type 1	34	Each	250.00	8,500.00
Rail End Pieces, Type B	6	Each	40.00	240.00
Rail End Pieces, Type C	20	Each	100.00	2,000.00
Type 2 Fence	300	Lin. Ft.	3.00	900.00
16' Single Gates	1	Each	425.00	425.00
Extra for Asphalt Approaches	45	Each	250.00	11,250.00
Paved Culvert End Slopes	186	Sq. Ft.	6.00	1,116.00
Drainage Curbs	750	Lin. Ft.	2.00	1,500.00
Grouted Rock Ditches	320	Sq. Yd.	30.00	9,600.00
Delineators, Type 2	140	Each	20.00	2,800.00
Delineators, Type 3	60	Each	25.00	1,500.00
Delineators, Type 4	70	Each	14.00	980.00
Wood Sign Posts		All Required		1,200.00
Type "C" and "D" Signs in Place	122	Sq. Ft.	10.00	1,220.00
Type "EE" Signs in Place	29	Sq. Ft.	12.00	348.00
Type "U" Signs in Place	90	Sq. Ft.	17.00	1,530.00
				$ 3,477,153.50

Anticipated Items

Permanent Pavement Striping	All Required		$	7,000.00
Temporary Pavement Striping	All Required			2,500.00
Remove Pavement Striping	All Required			1,200.00
On-the-job Trainees ($0.80 X 4,000 Hrs.)	All Required			3,200.00
Douglas Elect Cooperative				15,139.00
			$	29,039.00
		Subtotal	$	3,506,192.50
		Engineering		438,273.50
		Total	$	3,944,466.00

Type Code Y003
Landscaping

Roadside Seeding and Straw with Mulch Binder	28 Acre	650.00	$	18,200.00
Furnishing and Planting Douglas Fir	2,000 Acre	1.00		2,000.00
Furnishing and Planting White Alder Trees	300 Each	2.00		600.00
		Subtotal	$	20,800.00
		Engineering		2,600.00
		Total	$	23,400.00

Type Code X081
Structure, Bridge No. 16410 (Sta. 1488+77 to Sta. 1491+48)

Shoring, Cribbing, Etc.	All Required		$	41,000.00
Structure Excavation	600 Cu. Yd.	19.00		11,400.00
Structure Excavation Below Elevations Shown	60 Cu. Yd.	8.00		480.00
Special Wall Backfill	45 Cu. Yd.	22.00		990.00
Furnish Pile Driving Equipment	All Required			5,000.00
Furnish HP 12 x 53 Steel Piling	700 Lin. Ft.	16.00		11,200.00
Drive Steel Piles	700 Lin. Ft.	1.00		700.00
Structural Concrete, Class 3300 (284 C.Y.)	All Required			60,000.00
Structural Concrete, Class 4000 (149 C.Y.)	All Required			40,000.00
Structural Concrete, Class 4500 (295 C.Y.)	All Required			70,000.00
70'/75' Type IV Prestressed Beams	1 Each	7,235.00		7,235.00
75'/80' Type IV Prestressed Beams	5 Each	7,235.00		36,175.00
80'/85' Type IV Prestressed Beams	1 Each	7,235.00		7,235.00

85'/90' Type IV Prestressed Beams	1	Each	7,235.00	7,235.00
90'/95' Type IV Prestressed Beams	1	Each	7,235.00	7,235.00
95'/100' Type IV Prestressed Beams	1	Each	7,235.00	7,235.00
100'/105' Type IV Prestressed Beams	5	Each	7,235.00	36,175.00
105'/110' Type IV Prestressed Beams	3	Each	7,235.00	21,705.00
Reinforcement (93,000 lbs.)		All Required		39,000.00
Coated Reinforcement (44,500 lbs.)		All Required		19,135.00
Reinforced Concrete Bridge End Panels	222	Sq. Yd.	50.00	11,100.00
				$ 440,235.00

Type Code X081
Structure, Bridge No. 16411 (Sta. 1500+76 to Sta. 1503+63)

Structure Excavation	350	Cu. Yd.	25.00	$ 8,750.00
Structure Excavation Below Elevations Shown	35	Cu. Yd.	10.00	350.00
Special Wall Backfill	50	Cu. Yd.	21.00	1,050.00
Furnish Pile Driving Equipment		All Required		4,770.00
Furnish HP 12 x 53 Steel Piling	474	Lin. Ft.	19.00	9,006.00
Drive Steel Piles	474	Lin. Ft.	1.00	474.00
Structural Concrete, Class 3300 (236 C.Y.)		All Required		57,000.00
Structural Concrete, Class 4000 (119 C.Y.)		All Required		38,000.00
Structural Concrete, Class 4500		All Required		77,000.00
65'/70' Type IV Prestressed Beams	1	Each	7,555.00	7,555.00
70'/75' Type IV Prestressed Beams	1	Each	7,555.00	7,555.00
80'/85' Type IV Prestressed Beams	1	Each	7,555.00	7,555.00
85'/90' Type IV Prestressed Beams	1	Each	7,555.00	7,555.00
95'/100' Type IV Prestressed Beams	7	Each	7,555.00	52,885.00
100'/105' Type IV Prestressed Beams	6	Each	7,555.00	45,330.00
105'/110' Type IV Prestressed Beams	2	Each	7,555.00	15,110.00
Reinforcement (75,000 Lbs.)		All Required		31,000.00
Coated Reinforcement		All Required		18,000.00
Reinforced Concrete Bridge End Panels	223	Sq. Yd.	50.00	11,150.00
				$ 400,095.00

Type Code X081
Structure, Bridge No. 16412 (Sta. 1509+18 to Sta. 1511+58)

Shoring, Cribbing, Etc.	All Required		$ 16,467.00
Structure Excavation	318 Cu. Yd.	17.00	5,406.00
Structure Excavation Below Elevations Shown	30 Cu. Yd.	7.00	210.00
Special Wall Backfill	65 Cu. Yd.	21.00	1,365.00
Furnish Pile Driving Equipment	All Required		4,920.00
Furnish HP 12 x 53 Steel Piling	468 Lin. Ft.	19.00	8,892.00
Drive Steel Piles	468 Lin. Ft.	1.00	468.00
Structural Concrete, Class 3300 (462 C.Y.)	All Required		111,000.00
Structural Concrete, Class 4500 (235 C.Y.)	All Required		60,000.00
40'/45' Type IV Prestressed Beams	1 Each	5,835.00	5,835.00
45'/50' Type IV Prestressed Beams	1 Each	5,835.00	5,835.00
50'/55' Type IV Prestressed Beams	1 Each	5,835.00	5,835.00
55'/60' Type IV Prestressed Beams	2 Each	5,835.00	11,670.00
60'/65' Type IV Prestressed Beams	1 Each	5,835.00	5,835.00
65'/70' Type IV Prestressed Beams	2 Each	5,835.00	11,670.00
70'/75' Type IV Prestressed Beams	1 Each	5,835.00	5,835.00
75'/80' Type IV Prestressed Beams	2 Each	5,835.00	11,670.00
85'/90' Type IV Prestressed Beams	7 Each	5,835.00	40,845.00
Reinforcement (85,100 lbs.)	All Required		35,000.00
Coated Reinforcement (31,000 lbs.)	All Required		14,000.00
Reinforced Concrete Bridge Bridge End Panels	254 Sq. Yd.	50.00	12,700.00
			$ 375,458.00

Type Code X081
Structure, Bridge No. 16413 (Sta. 1516+01.5 to Sta. 1517+31.5)

Structure Excavation	310 Cu. Yd.	5.00	$ 1,550.00
Special Wall Backfill	137 Cu. Yd.	21.00	2,877.00
Furnish Pile Driving Equipment	All Required		7,055.00
Furnish HP 12 x 53 Steel Piling	666 Lin. Ft.	19.50	12,987.00

Drive Steel Piles	666	Lin. Ft.	1.00	666.00
Structural Concrete, Class 3300 (260 C.Y.)		All Required		65,000.00
Structural Concrete, Class 4500 (123 C.Y.)		All Required		32,000.00
125'/130' Bulb Tee Prestressed Beams	8	Each	10,535.00	84,280.00
Reinforcement (34,700 lbs.)		All Required		14,000.00
Coated Reinforcement		All Required		5,160.00
Reinforced Concrete Bridge End Panels	239	Sq. Yd.	50.00	11,950.00
				$ 237,525.00

Type Code X081
Structure, Bridge No. 16414 (Sta. 1526+12 to Sta. 1527+92)

Structure Excavation	250	Cu. Yd.	35.00	$ 8,750.00
Structure Excavation Below Elevations Shown	25	Cu. Yd.	8.00	200.00
Special Wall Backfill	100	Cu. Yd.	21.00	2,100.00
Furnish Pile Driving Equipment		All Required		3,565.00
Furnish HP 12 x 53 Steel Piling	536	Lin. Ft.	19.00	10,184.00
Drive Steel Piles	536	Lin. Ft.	1.00	536.00
Structural Concrete, Class 3000 (236 C.Y.)		All Required		55,000.00
Structural Concrete, Class 4000 (81 C.Y.)		All Required		24,000.00
Structural Concrete, Class 4500 (190 C.Y.)		All Required		50,000.00
70'/75' Type IV Prestressed Beams	3	Each	7,225.00	21,675.00
75'/80' Type IV Prestressed Beams	2	Each	7,225.00	14,450.00
105'/110' Type IV Prestressed Beams	6	Each	7,225.00	43,350.00
Reinforcement (61,000 Lbs.)		All Required		25,000.00
Coated Reinforcement		All Required		14,600.00
Reinforced Concrete Bridge End Panels	200	Sq. Yd.	50.00	10,000.00
				$ 283,410.00

Type Code X081
Structure, Bridge No. 16415 (Sta. 1531+00 to Sta. 1533+75)

Shoring, Cribbing, Etc.		All Required		$ 36,000.00
Structure Excavation	500	Cu. Yd.	18.00	9,000.00
Structure Excavation Below Elevations Shown	50	Cu. Yd.	7.00	350.00

Special Wall Backfill	45 Cu. Yd.	21.00	945.00
Furnish Pile Driving Equipment	All Required		4,720.00
Furnish HP 12 x 53 Steel Piling	616 Lin. Ft.	19.00	11,704.00
Drive Steel Piles	616 Lin. Ft.	1.00	616.00
Structural Concrete, Class 3300 (344 C.Y.)	All Required		90,000.00
Structural Concrete, Class 4500 (298 C.Y.)	All Required		76,000.00
80'/85' Type IV Prestressed Beams	6 Each	7,245.00	43,470.00
85'/90' Type IV Prestressed Beams	6 Each	7,245.00	43,470.00
100'/105' Type IV Prestressed Beams	3 Each	7,245.00	21,735.00
105'/110' Type IV Prestressed Beams	3 Each	7,245.00	21,735.00
Reinforcement (70,000 Lbs.)	All Required		28,000.00
Coated Reinforcement (40,000 Lbs.)	All Required		18,000.00
Reinforced Concrete Bridge End Panels	178 Sq. Yd.	50.00	8,900.00
			$ 414,645.00

Type Code X034
Structure, Bridge No. 16416 (Sta. 1538+94)

Bridge Removal Work	All Required		$ 3,056.00
Structure Excavation	250 Cu. Yd.	15.00	3,750.00
Structure Excavation Below Elevations Shown	25 Cu. Yd.	33.00	825.00
Structural Concrete, Class 3300 (55 C.Y.)	All Required		12,500.00
Reinforcement (4,100 Lbs.)	All Required		1,500.00
23'-9" x 12'-1" Super-span Arch	162 Lin. Ft.	460.00	74,520.00
Granular Backfill	1,800 Cu. Yd.	13.00	23,400.00
			$ 119,551.00

Type Code X081
Structure, Bridge No. 16606 (Sta. 1564+97 to Sta. 1567+27)

Structure Excavation	400 Cu. Yd.	22.00	$ 8,800.00
Structure Excavation Below Elevations Shown	41 Cu. Yd.	30.00	1,230.00
Special Wall Backfill	52 Cu. Yd.	18.00	936.00
Furnish Pile Driving Equipment	All Required		37,000.00

Furnish HP 12 x 53 Steel Piling	312 Lin. Ft.	18.00	5,616.00
Drive Steel Piles	312 Lin. Ft.	1.00	312.00
Structural Concrete, Class 3300 (342 C.Y.)	All Required		85,000.00
Structural Concrete, Class 4500 (242 C.Y.)	All Required		56,000.00
60'/65' Type III Prestressed Beams	2 Each	5,065.00	10,130.00
65'/70' Type III Prestressed Beams	4 Each	5,065.00	20,260.00
70'/75' Type III Prestressed Beams	2 Each	5,065.00	10,130.00
75'/80' Type III Prestressed Beams	4 Each	5,065.00	20,260.00
80'/85' Type III Prestressed Beams	9 Each	5,065.00	45,585.00
Reinforcement (75,000 Lbs.)	All Required		28,000.00
Coated Reinforcement (28,000 Lbs.)	All Required		13,000.00
Reinforced Concrete Bridge End Panels	206 Sq. Yd.	52.00	10,712.00
			$ 352,971.00

Type Code X081

Structure, Bridge No. 16607 (Sta. 1573+43 to Sta. 1574+43)

Structure Excavation	78 Cu. Yd.	5.00	$ 390.00
Special Wall Backfill	87 Cu. Yd.	13.00	1,131.00
Furnish Pile Driving Equipment	All Required		4,500.00
Furnish HP 12 x 53 Steel Piling	414 Lin. Ft.	19.00	7,866.00
Drive Steel Piles	414 Lin. Ft.	1.00	414.00
Structural Concrete, Class 3300 (128 C.Y.)	All Required		29,000.00
Structural Concrete, Class 4500 (105 C.Y.)	All Required		24,000.00
100'/105' Type IV Prestressed Beams	6 Each	7,875.00	47,250.00
Reinforcement (21,900 Lbs.)	All Required		8,000.00
Coated Reinforcement (16,300 Lbs.)	All Required		7,500.00
Reinforced Concrete Bridge End Panels	181 Sq. Yd.	52.00	9,412.00
			$ 139,463.00

Type Code X021
Structure, Bridge No. 559B (Sta. 1579+34.59 to Sta. 1580+74.66)

Removal of Bridges	All Required		$ 12,000.00
Shoring, Cribbing, Etc.	All Required		30,000.00
Structure Excavation	175 Cu. Yd.	12.00	2,100.00
Structure Excavation Below Elevations Shown	18 Cu. Yd.	10.00	180.00
Special Wall Backfill	55 Cu. Yd.	20.00	1,100.00
Furnish Pile Driving Equipment	All Required		2,360.00
Furnish HP 10 x 42 Steel Piling	184 Lin. Ft.	16.00	2,944.00
Drive Steel Piles	184 Lin. Ft.	1.00	184.00
Structural Concrete, Class 3300 (257 C.Y.)	All Required		90,000.00
Structural Concrete, Class 4500 (95 C.Y.)	All Required		31,000.00
Reinforcement (48,000 Lbs.)	All Required		19,200.00
Coated Reinforcement (26,000 Lbs.)	All Required		12,000.00
Reinforced Concrete Bridge End Panels	337 Sq. Yd.	50.00	16,850.00
			$ 219,918.00

Anticipated Items

On-the-job Trainees ($0.80 X 4,000)	(50 %) All Required		$ 1,600.00
		Subtotal	$ 2,983,271.00
		Engineering	372,908.00
		Total	$ 3,356,179.00

Length of Roadway	1.90
Length of Structures	0.34
Total	2.24

Cost of Roadway Per Mile	$ 2,076,034.74

Work Retained in Program
(Not Included in Amounts Below)

Slide Correction	All Required	$ 80,000.00
Slope Stabilization	All Required	20,000.00

SUMMARY OF FUNDS (95%)

Description	Total Cost	Federal Funds	State Funds
Roadway	$ 3,944,466.00	$ 3,747,242.00	$ 197,224.00
Landscaping	23,400.00	22,230.00	1,170.00
Structures	3,356,179.00	3,188,370.00	167,809.00
Total	$ 7,324,045.00	$ 6,957,842.00	$ 366,203.00

Group 1	100%
Contract No.	9633
Prefix:	10-1946
Prefix:	10-1021

Nonparticipating Items
(State Responsibility)

State Responsibility for Damages	All Required		$	3,000.00
Single Mailbox Supports	3 Each	70.00		210.00
Multiple Mailbox Supports	2 Each	135.00		270.00

jc cc: OSHD (D. Forbes)

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

RECEIVED
STATE HWY ENGR
JAN 10 '90
ASSIGNED TO Dusby
FOR
ACT FILE

REGION NO. 10	REPORT NO. 10	COUNTY Douglas	DIVISION Oregon
DATE OF REPORT 1/3/90	REPORT MADE BY Edward S. Sundra, Highway Engineer Trainee		PROJECT NO. F-14(17)
COMPLETION DATE (Actual) 10/11/85	ACCEPTANCE DATE BY CONRTACT AGENCY 11/15/89	TIME ELAPSED 146 %	CONTRACT TIME S.C.D. 12/15/84
LOCATION See Below			

W

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

MYSTIC CREEK - CAMAS VALLEY
COOS BAY - ROSEBURG HIGHWAY

The work completed under this contract consisted of constructing 2.2 miles of roadbed on new alignment. As part of the project, 8 bridges were constructed, 1 bridge was widened, and 1 superspan culvert and 1 concrete box culvert were constructed. Some 2,300 trees were also furnished and planted as part of the project.

A contract in the bid amount of $6,481,704.50 was awarded to Ross Bros. Construction, Inc. of Salem, Oregon on 5/19/83. Work began on 6/13/83 and was completed in reasonably close conformance with the plans and specifications on 10/11/85. The final estimated cost was $7,750,247.99 including engineering, extra work, and adjustments. Because the contractor never submitted a request for final inspection, a statement of materials and labor, or proof of payment of disputed Davis Bacon wages for two subcontractors and an employee, the State had delayed in finaling out the project.

259.5 days in liquidated damages had been assessed the contractor at a total cost of $155,700. It took the contractor 809.5 days to complete the project as compared to the 550 days allowed under the contract. The contractor requested a time extension of 313 calendar days for a variety of reasons. After reviewing the contractor's request in-depth, the State granted the contractor a time extension of 3 days on 10/2/85 at a reduction of $1,800.00 to the liquidated damages total.

There were four exceptions to the materials certification for which the FHWA did not participate. These non-assessed reductions include BI No. 31 (1" Aggregate Base) at a nonparticipation cost of $3,620.14, BI No. 33 (Treated Base Mixture) at a cost of $12,649.80, BI No. 34 (Cement in Treated Base Mixture) at a cost of $7,734.12, and BI No. 170 (Structural Concrete, Class 4500) at a cost of $5,833.92. These exceptions were correctly coded as such on the cost report.

A slide area at the west end of the project remained active upon completion of the project. Because the contract was in litigation and because of the extensive overrun

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Edward S. Sundra		SIGNATURE John T. Price	
TITLE Highway Engineer Trainee	DATE 1/4/90	TITLE District Engineer	DATE 1/8/90

FORM FHWA 1446B (Rev. 2-84) PREVIOUS EDITIONS MAY BE USED.

in contract time, it was decided that the slide work would be completed under a separate future contract. State Force Order No. 6 was issued to cover the $110,469.99 cost needed to temporarily correct and maintain the slide as an interim solution. The slide condition has been stable since this correction was made.

State Force Order No. 4 was written to cover a cost of $1,742.34 and is coded as participating on the progress estimate and cost report. In a letter dated 1/24/86, Order for Force Work No. 4 was returned to the state without approval on the basis that the subject work order would cover work performed as a right-of-way obligation on property acquired with State funds without Federal-aid participation. The coding on the cost report should be corrected to reflect the non-approval status of the work order.

A statement of overruns and underruns is attached to the Division office copy of this report.

All Federal-aid participating work on this project has been completed.

- ESS -

24

December 11, 1989

CON 5 - 9633

Safeco Insurance Co. of America
4101 SW Kruse Way
Lake Oswego, OR 97035

On November 21, 1989, we wrote to you concerning release of final payment on Contract No. 9633 awarded to Ross Bros. Construction, Inc. for work on the Mystic Creek-Camas Valley Section of the Coos Bay-Roseburg Highway in Douglas County.

Final payment on this contract is $42,783.97 and the total contract amount is $6,680,088.73.

Fran Neavoll
COMMISSION SERVICES

FKN:kp
cc: Ross Bros. Construction, Inc.
3501 Brooklake Rd. N.
Salem, OR 97303

bc: Kenneth E. Husby
Thomas D. Lulay
James Gix

November 30, 1988

CON 5 - 9633

Foster, Purdy, Allan & Peterson
Attorneys at Law
P. O. Box 1667
Medford, Oregon 97501

Attn: William G. Purdy

Thank you for your letter of November 21, 1988, on behalf of Roseburg Paving Company informing us that their claim has been satisfied.

This was in reference to the Ross Bros. Construction Inc., Contract No. 9633 for work on the Mystic Creek-Camas Valley Section of the Coos Bay-Roseburg Highway in Douglas County.

This information will be noted in our records and we will advise the surety and the contractor.

Fran Neavoll
COMMISSION SERVICES

cc: Ross Bros. Construction Inc.
3501 Brooklake Rd. N.
Salem, Oregon 97303

Safeco Insurance Company of America
4101 S. W. Kruse Way
Lake Oswego, Oregon 97035

bc: Secretary of State

bbc: Bryant Jackmond

FKN:st

FOSTER, PURDY, ALLAN & PETERSON
Attorneys at Law
201 WEST MAIN STREET, SUITE 4A
P.O. BOX 1667
MEDFORD, OREGON 97501

STUART E. FOSTER
WILLIAM G. PURDY
KAREN C. ALLAN
GARY C. PETERSON
LEWIS W. DAHLIN

TELEPHONE
(503) 770-5466
TELECOPIER
(503) 770-6502

November 21, 1988

Ms. Fran Neavoll
Commission Services
Department of Transportation
Transportation Building
Salem, Oregon 97310

Re: Roseburg Paving v. Ross Bros. Construction, Inc.
Your File No.: CON 5 - 9633

Dear Ms. Neavoll:

Please be advised that Ross Brothers and Roseburg Paving Co. have resolved their differences and Roseburg Paving Co.'s claim has been satisfied.

Very truly yours,

William G. Purdy

WGP/las
cc: Roseburg Paving Co.

RECEIVED
NOV 22 1988
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

November 9, 1988

CON 5 - 9633

Foster, Purdy, Allan & Peterson
Attorneys at Law
P. O. Box 1667
Medford, OR 97501

Attn: William G. Purdy

Thank you for updating the claim of Roseburg Paving Company against Ross Bros. Construction, Inc. on Contract No. 9633 for work on Mystic Creek-Camas Valley Section of the Coos Bay-Roseburg Highway in Douglas County.

Your letter of October 18, 1988, indicated the total amount due as of October 1, 1988, is $103,871.28 with interest accruing.

This notification is a follow-up to your letters of December 20, 1985, and January 26, 1988.

Please let me know when your client's claim has been satisfied. My address is 121 Transportation Building, Salem, OR 97310.

Fran Neavoll
COMMISSION SERVICES

cc: Ross Bros. Construction, Inc.
3501 Brooklake Rd. N.
Salem, OR 97303

Safeco Insurance Company
4101 S. W. Kruse Way
Lake Oswego, OR 97035

bc: Bryant Jackmond

FKN:cv

FOSTER, PURDY, ALLAN & PETERSON
Attorneys at Law
201 WEST MAIN STREET, SUITE 4A · P.O. BOX 1667
MEDFORD, OREGON 97501

STUART E. FOSTER
WILLIAM G. PURDY
KAREN C. ALLAN
GARY C. PETERSON

TELEPHONE
(503) 770-5466

October 18, 1988

CERTIFIED - RETURN RECEIPT REQUESTED

Ross Brothers Construction, Inc.
3501 Brooklake Road North
Salem, Oregon 97303

Safeco Insurance Company of America
4101 S.W. Kruse Way
Lake Oswego, Oregon 97034

Secretary of State
State Capital
Salem, Oregon 97310

Department of Transportation
Robert W. Gormson, Commission Services
Transportation Building
Salem, Oregon 97310

Re: Coos Bay - Roseburg Highway
Mystic Creek - Camas Valley
OSHD Contract No. 9633

Gentlemen:

You are hereby notified that the claim of Roseburg Paving Co. of which notice was given on December 20, 1985, and January 26, 1988 has not been paid in full. The job has not been accepted by the affirmative action of the Department of Transportation.

Roseburg Paving Co.'s claim in the amount of $79,639.16 with interest thereon at the rate of 1½% per month from January 23, 1987, is still outstanding. That claim is for labor performed and materials furnished for paving on the above described project. The total amount owing as of October 1, 1988 is $103,871.28 with interest accruing at the amount of $39.2741 per diem.

This notice and the prior notice are given pursuant to ORS 279.526 and 279.528 and their predecessors.

Very truly yours,

William G. Purdy

RECEIVED
OCT 19 1988
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

WGP/las
Encl.
cc: Roseburg Paving Co.

FOSTER & PURDY
ATTORNEYS AT LAW
201 WEST MAIN, SUITE 4A
POST OFFICE BOX 1667
MEDFORD, OREGON 97501

January 26, 1988

CERTIFIED - RETURN RECEIPT REQUESTED

Ross Brothers Construction Co.
3501 Brooklake Road, North
Salem, Oregon 97303

Safeco Insurance Co.
4101 S.W. Kruse Way
Lake Oswego, Oregon 97034

Re: Coos Bay-Roseburg Highway
Mystic Creek-Camas Valley
OSHD Contract No. 9633

Gentlemen:

On December 20, 1985, you were given notice that Roseburg Paving Company had a claim on the above-entitled contract in the sum of $104,228.68. Partial payment has been made. The job has not been accepted by the affirmative action of the Department of Transportation.

You are hereby notified that Roseburg Paving Co. has a claim for paving labor and materials performed and furnished for the above-described project in the sum of $79,639.16 with interest thereon at the rate of 1½% per month from September 23, 1987 until paid. The amount owing as of February 1, 1988 is $84,748.07.

If payment or arrangements for payment are not made within ten (10) days from the date of this letter, I have been authorized to initiate the appropriate legal proceedings.

Very truly yours,

William G. Purdy

WGP/las
cc: Department of Transportation, regular mail
Roseburg Paving Co., regular mail
Ross Brothers Constr. Co., regular mail
Safeco Insurance Co., regular mail

RECEIVED
OCT 19 1988
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

ROSEBURG PAVING CO.

December 20, 1985

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

Department of Transportation
State Highway Division
Attention: Robert Gormsen
Commission Services
Transportation Building
Salem, OR 97310

Ross Bros. Construction Co., Inc.
3501 Brooklake Rd. N.
Salem, OR 97303

Safeco Insurance Co. of
America
4101 S.W. Kruse Way
Lake Oswego, OR 97034

Secretary of State
State Capitol Building
Salem, OR 97310

Re: Coos Bay-Roseburg Highway
Mystic Creek-Camas Valley
OSHD Contract No. 9633

Dear Ladies and Gentlemen:

Notice is hereby given that the undersigned, Roseburg Paving Co. has a claim for paving, labor and materials performed and furnished for the above described project, through OSHD Est. No. 21, in the sum of $104,228.68 against the bond taken from Ross Bros. Construction Co., Inc. principal and Safeco Insurance Co. of America, surety for the work on highway improvement Mystic Creek-Camas Valley OSHD Contract No. 9633.

Yours Very Truly,

John Loosley, President

RECEIVED
OCT 19 1988
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Beaver State Road, Hwy 99S P.O. Box 1427 Roseburg, Oregon 97470 (503) 679-6744

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MARION

ROSS BROS. CONSTRUCTION CO., INC., an Oregon corporation,

Plaintiff,

vs.

STATE OF OREGON, acting by and through its Transportation Commission,

Defendant.

Case No. 85-2831

SATISFACTION OF JUDGMENT

For valuable consideration, the receipt of which is hereby acknowledged by the undersigned paid, full satisfaction hereby is acknowledged of that certain judgment rendered in the above entitled court and cause on August 27, 1986, in favor of the undersigned; the clerk of said court is authorized to enter this satisfaction of record forthwith. In construing this instrument and where the context so requires, the singular includes the plural.

DATED this 4 day of November, 1988.

Judgment Creditor

Oregon State Highway Division
102 Transportation Building

Address

Salem, Oregon 97310 378-6516

City State Zip Phone

STATE OF OREGON)
) ss.
County of Marion)

This instrument was acknowledged before me on ~~October~~ November [illegible] 4, 1988, by William Anhorn, as Deputy Highway Engineer of Oregon Dept. of Transportation.

Notary Public for Oregon
My Commission Expires: 7-5-89

DAVE FROHNMAYER
ATTORNEY GENERAL

WILLIAM F. GARY
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
TRIAL DIVISION
Justice Building
Salem, Oregon 97310
Telephone: (503) 378-6313

October 28, 1988

O. Bryant Jackmond
Construction Section
Dept. of Transportation
1158 Chemeketa St., N.E.
Salem, Oregon 97310

Re: Ross Brothers v. State (Mystic Creek, Camas Valley)
Marion County Circiut Court No. 85-2831

Dear Bryant:

Attached are a letter and a form that I have received from Rod Mills. It appears that Steve Ross has become involved in some real estate transactions and title companies are failing to accept the stipulation which Dan Seifer and I signed for giving costs in the Ross Brothers case as a satisfaction of judgment. Would you please have the appropriate officials in the Highway Division execute the stipulation of judgment attached without delay and return it to me as quickly as possible so that I may forward it to Rod Mills for filing.

Rod was not specific as to any deadlines or the type of transactions that Ross Brothers is contemplating, but I suspect from his call to me and the promptness of his letter there may be some urgency to the matter and I'd like to accomodate he and Steve Ross as best we can. Thanks very much.

Very truly yours,

in the absence of
William F. Cloran
Attorney in Charge
Contracts Section

WFC/wjp
6340T

Enclosures

cc: Rodney Mills

Bill

SEIFER, YEATS, WHITNEY & MILLS
ATTORNEYS AT LAW
SUITE 1516
900 S.W. FIFTH AVENUE
PORTLAND, OREGON 97204

DANIEL J. SEIFER
ELIZABETH YEATS
SUSAN G. WHITNEY
RODNEY R. MILLS

TELEPHONE
(503) 223-6740

October 25, 1988

Mr. William F. Cloran
Department of Justice
Justice Building
Salem, Oregon 97310

Re: **Ross Bros.: Camus Valley**

Dear Bill:

As we discussed in our telephone conversation, enclosed please find a Satisfaction of Judgment which I have prepared regarding the above-referenced matter.

In reviewing the file, I see that the Stipulation which you and Dan Seifer signed concerning the settlement of the judgment and appeal issues was intended to act as a Satisfaction, and the Order reflecting that Stipulation was signed on January 6, 1986, by Judge West. Apparently, the title companies did not perceive that pleading to be a Satisfaction, and therefore the State's Judgment is still on record against Ross Bros.' property.

Please have the appropriate State official sign the Satisfaction in front of a notary. Please return the executed Satisfaction to me for filing.

Thank you very much for your cooperation.

Very truly yours,

SEIFER, YEATS, WHITNEY & MILLS

Rodney R. Mills

Enclosure

RECEIVED
OCT 26 1988
TRIAL DIVISION, DEPT OF JUSTICE
SALEM, OREGON

Bryan -

STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO
LEG

TO: Ron Kleinschmit
Contract Claims Coordinator

DATE: January 2, 1986

FROM: John R. Marks
Final Project Coordinator

SUBJECT: Ross Bros. Inc. v. State of Oregon
Request for Production No. 85-2831
Mystic Creek-Camas Valley Sec.
Contract No. 9633
Douglas County

John hand-
del it to
Construction-
1/2/86/

Here are the records you requested in your December 17, 1985 memo. This represents the complete file held in the Road Design Section. The 1" thick folder from the Specifications Unit contains preliminary data for preparation of specifications. The 2" thick folder from the Location Unit contains project preliminary work materials from conception of project up to contracting date.

JRM:bn

Atchs.

cc: Jack Sollis

10 - 3 - 88

Joyce:

THESE FILES ARE HERE IN
LOCATION FILES.

Jack B.

Jack Bryan, fy
it wa

8-30-88

Joyce

I have
these files in the
checked with other sources and 'jo' Cow
them either. This case went
has been settled and therefore, this information
will probably not be used again for any purpose
All other files relating to this project were
returned to their respective office so quite
possibly, this may have been return-
ed to your office already.

Kittrell

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RECEIVED
AUG 24 1988
CONSTRUCTION SECTION
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Bryan -

STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO
LEG

TO: Ron Kleinschmit
Contract Claims Coordinator

DATE: January 2, 1986

FROM: John R. Marks
Final Project Coordinator

SUBJECT: Ross Bros. Inc. v. State of Oregon
Request for Production No. 85-2831
Mystic Creek-Camas Valley Sec.
Contract No. 9633
Douglas County

John hand-del'd to Construction 1/2/86/ jw

Here are the records you requested in your December 17, 1985 memo. This represents the complete file held in the Road Design Section. The 1" thick folder from the Specifications Unit contains preliminary data for preparation of specifications. The 2" thick folder from the Location Unit contains project preliminary work materials from conception of project up to contracting date.

JRM:bn

Atchs.

cc: Jack Sollis

Jack Bryan, fyi + file - I thought it was time to check on this. jw

8-30-88

Joyce,

I have been unable to find either of these files in the Construction office. I have checked with other sources and they don't have them either. This case went to Court and has been settled and therefore, this information will probably not be used again for any purpose. All other files relating to this project were returned to their respective offices so quite possibly, this may have been returned to your office already.

Kittrell

RECEIVED
AUG 24 1988
CONSTRUCTION SECTION
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FILE

October 28, 1987

CON 5 - 9633✓
9905
9762
9867
9541
9875
10,001
10,048

Washington State Department
of Transportation
Transportation Building KF-01
Olympia, WA 98504-5201

Attention: Glenn E. Hambrick
Prequalification Analyst

As requested, we have checked the Secretary of State's printout of claims filed against Ross Bros. Construction Inc. on Contract Nos. 9633, 9905, 9762, 9867, 9541, 9875, 10,001 and 10,048 for 1986 and 1987.

We have marked the claims where we have received notification that they have been paid. As discussed, we have no way of knowing that the claims are paid unless the claimant notifies us.

We have also attached an additional list of claims which were not shown on the Secretary of State's printout.

If we can be of any further assistance, please give us a call.

Fran Neavoll
COMMISSION SERVICES

Attachments

bc: Bryant Jackmond: For your information

FKN:slp

Washington State
Department of Transportation
Transportation Building KF-01
Olympia, Washington 98504-5201
(206) 753-6005

Duane Berentsen
Secretary of Transportation

October 21, 1987

Commission Services
Oregon Dept. of Transportation
Transportation Building
Salem, OR 97310
Attn: Fran Neavoll

Re: Ross Bros. Construction, Inc.

Dear Ms. Neavoll:

Regarding our recent telephone conversation, I would appreciate your assistance in obtaining lien information concerning your organization and Ross Bros. Construction, Inc.

In that light, would you please indicate which liens are still current, on the enclosed Office of Secretary of State listings for 1986 and 1987. I understand that Ross Bros. is required to notify your office of releases from the liens.

Please return the enclosed listing at your earliest convenience.

Should you require further information in this matter please contact me at (206) 753-7368.

Very truly yours,

GLENN E. HAMBRICK
Prequalification Analyst

GEH:vg

Enclosure

RECEIVED
OCT 26 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CLAIMS NOT LISTED ON SECRETARY OF STATE'S PRINTOUT

CLAIMS (LIENS) AS LISTED IN THE FILES OF COMMISSION SERVICES, OREGON DEPT. OF TRANSPORTATION, 121 TRANSPORTATION BUILDING, SALEM, OR 97310 AGAINST ROSS BROS. CONSTRUCTION INC. (1986-87) AS FOLLOWS:

Contract No. 9633 — Mystic Creek-Camas Valley Section, Coos Bay-Roseburg Highway, Douglas County

Amount: $104,228.68
By: Roseburg Paving Co.
Surety: Safeco Insurance Co. of America
Filed: 1-27-86 (CL 1985-0243)

Contract No. 9875 — Umatilla River (Riverside) Bridge and UPRR U'Xing Section, Oregon-Washington Highway, Umatilla County

Amount: $5,238.50
By: Pendleton Ready Mix Co.
Surety: Safeco Insurance Company of America
Filed: 1-9-87 (CL 1986-0347)

Contract No. 10,048 — Marquam Bridge-S.W. Haines Road Section, Pacific Highway, Multnomah County

Amount: $3,071.30 (plus late charges)
By: Tri-County Sand
Surety: Safeco Insurance Co. of America
Filed: 1-22-86 (CL 1985-0232)

Amount: $1,300.00
By: Farwest Rebar Co.
Surety: Safeco Insurance Co. of America
Filed: 5-30-86 (CL 1986-0209)

Amount: $1,303.10 (plus int. & atty. fees)
By: Coast Crane & Equipment Co.
Surety: Safeco Insurance Co. of America
Filed: 4-8-87

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ATEGORY   NOTICE OF CLAIM - PAID
MOUNT     $41,418
Y         Coral Sales Co.
GAINST    Ross Bros. Construction, Inc.
URETY     Safeco Ins. Co. of Amer.
ILED      February 20, 1986
ILENUM    CL 1986-0082
EMARKS    Job: Hwy. Div. Contract No. 10001, Power Line Rd.-Bridge Rd. sec., Mc
          Hwy., Umatilla Co.
             DOCUMENT=        7 OF        33
ATEGORY   NOTICE OF CLAIM
MOUNT     $22,414.94 plus interest
Y         J. C. Drilling & Contracting Co.
GAINST    Ross Bros. Construction Co.
URETY     Safeco Ins. Co. of America
ILED      March 13, 1986
ILENUM    CL 1986-0113
EMARKS    Job: Hwy. Div. Contract No. 9541, Willamette River (Center St.) Bridg
          Willamina-Salem Hwy., Polk & Marion Co.'s.
             DOCUMENT=        8 OF        33
ATEGORY   NOTICE OF CLAIM
MOUNT     $21,066.40
Y         Mocon Corp.
GAINST    Ross Brothers Construction, Inc.
URETY     Safeco Ins. Co.
ILED      February 14, 1986
ILENUM    CL 1986-0076
EMARKS    Job: Hwy. Div. Contract No. 10,001, work on the power line road, brid
          road in Umatilla Co.
             DOCUMENT=        9 OF        33
ATEGORY   NOTICE OF CLAIM - PAID
MOUNT     $15,684
Y         Northwest Pipe & Casing
GAINST    Ross Bros. Construciton, Inc.
URETY     Safeco Ins. Co. of America
ILED      February 20, 1986
ILENUM    CL 1986-0081
EMARKS    Job: Hwy. Div. Contract No. 10001, Power line rd.-bridge rd. sec., Mc
          Hwy., Umatilla Co.
             DOCUMENT=       10 OF        33
ATEGORY   NOTICE OF CLAIM
MOUNT     $582
Y         Platt, Ron Mfg., Inc.
GAINST    Ross Bros. Construction, Inc.
URETY     Safeco Ins. Co. of Amer.
ILED      February 12, 1986
ILENUM    CL 1986-0071
EMARKS    Job: Hwy. Div. Contract No. 9905, Port of Entry (Woodburn) sec. Pacif
          Hwy., Marion Co.
             DOCUMENT=       11 OF        33
ATEGORY   NOTICE OF CLAIM
MOUNT     $3,078.44
Y         Associated Sand & Gravel Co., Inc.
GAINST    Ross Bros. Construction, Inc.
URETY     Safeco Ins. Co. of Amer.
ILED      April 25, 1986

FILENUM    CL 1986-0167
REMARKS    Job: Hwy. Div. Contract No. 9875, Umatilla Rvr. (Riverside) Bridge
           & UPRR U'Xing sec., Oregon-Washington Hwy., Umatilla Co.
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SEARCH = QUERY
00005 ROSS.AGAINST. AND NOTICE AND 1986

               DOCUMENT=         1 OF        33
CATEGORY  NOTICE OF CLAIM
AMOUNT    $28,445.05 including all credits
BY        B & R Concrete
AGAINST   Ross Bros. Construction, Inc.
SURETY    Safeco Ins. Co. of Amer.
FILED     January 27, 1986
FILENUM   CL 1986-0039
REMARKS   Job: Hwy. Div. Contract No. 9867, Snake River (Ontario Spur) Bridge,
          Ferry-Ontario Hwy.
               DOCUMENT=         2 OF        33
CATEGORY  NOTICE OF CLAIM                     * $6,175.25 Contract 9875
AMOUNT    See Remarks *  ------------------>  * $4,793 50 Contract 10,001
BY        Jo Von Concrete Pumping               $ 331.53 late charge for both con
AGAINST   Ross Bros. Construction, Inc.
SURETY    Safeco Ins. Co. of Amer.
FILED     January 27, 1986
FILENUM   CL 1986-0045.
REMARKS   Job: Hwy. Div. Contract No. 9875, Umatilla River (Riverside) Bridge &
          U'Xing, Oregon-Washington Hwy., Umatilla Co., $6,175.25; Hwy. Div. Co
          No. 10001, Power Line Rd-Bridge Rd. Section, McNary Hwy., Umatilla Co
          $4,793.50.
               DOCUMENT=         3 OF        33
CATEGORY  NOTICE OF CLAIM - PAID
AMOUNT    $7,570.36
BY        AGC-Operating Engineers Local 701 Trust Funds
AGAINST   Ross Bros. Construction Co., Inc.
SURETY    Safeco Ins. of Amer.
FILED     January 6, 1986
FILENUM   CL 1986-0009.
REMARKS   Job. Hwy. Div. Contract No. 10001, Powerline Rd.-Bridge Rd. sec.-McNa
          Hwy., Umatilla Co.
               DOCUMENT=         4 OF        33
CATEGORY  NOTICE OF CLAIM - PAID
AMOUNT    $7,868
BY        AGC-Operating Engineers Local 701 Trust Funds
AGAINST   Ross Bros. Construction, Inc.
SURETY    Safeco Ins. Co. of Amer.
FILED     February 10, 1986
FILENUM   CL 1986-0065
REMARKS   Job: Hwy. Div. Contract No. 10001, Power Line Rd.-Bridge Rd. sec., Mc
          Hwy., Umatilla Co.
               DOCUMENT=         5 OF        33
CATEGORY  NOTICE OF CLAIM
AMOUNT    $3,292
BY        Barrier West
AGAINST   Ross Bros. Construction, Inc.
SURETY    Safeco
FILED     March 21, 1986
FILENUM   CL 1986-0125
REMARKS   Job: Hwy. Div. Contract No. 9875, Umatilla River (Riverside) Bridge &
          U'Xing sec., Oregon-Washington Hwy., Umatilla Co.
               DOCUMENT=         6 OF        33
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AMOUNT     $30,400
BY         Dywidag Systems International, USA, Inc.
AGAINST    Ross Bros. Construction, Inc.
SURETY     Safeco Ins. Co. of Amer.
FILED      May 19, 1986
FILENUM    CL 1986-0193
REMARKS    Job: Hwy. Div. Contract No. 10,001, Power Line Rd.-Bridge Rd.
           sec., McNary Hwy., Umatilla Co.
               DOCUMENT=       18 OF       33
CATEGORY   NOTICE OF CLAIM
AMOUNT     $14,514.25
BY         Pendleton Ready Mix Co.
AGAINST    Ross Bros. Construction, Inc.
SURETY     Safeco Ins. Co. of America
FILED      May 20, 1986

           CL 1986-0208
REMARKS    Job: Hwy. Div. Contract No. 9875, Umatilla Rvr. (Riverside) Bridge
           & UPRR U'Xing sec., Oregon-Washington Hwy., Umatilla Co.
               DOCUMENT=       19 OF       33
CATEGORY   NOTICE OF CLAIM
AMOUNT     $1,304.20
BY         Riedel International, Inc. dba Western Pacific Construction
           Materials Co.
AGAINST    Ross Bros. Construction, Inc.
SURETY     Safeco Ins. Co. of Amer.
FILED      May 19, 1986
FILENUM    CL 1986-0196
REMARKS    Job: Hwy. Div. Contract No. 10,048, Marquam Bridge-SW Haines Rd.
           sec., Pacific Hwy., Multnomah Co.
               DOCUMENT=       20 OF       33
CATEGORY   NOTICE OF CLAIM -PAID
AMOUNT     $2,137.88
BY         Hogan Mfg., Inc.
AGAINST    Ross Bros. Construction, Inc.
SURETY     Safeco Ins. Co. of America
FILED      June 30, 1986
FILENUM    CL 1986-0238
REMARKS    Job: Hwy. Div. Contract No. 10,048, Marquam Bridge-SW Haines Rd. sec.
           Pacific Hwy., Multnomah Co.
               Satisfied: September 17, 1986.
               DOCUMENT=       21 OF       33
CATEGORY   NOTICE OF CLAIM
AMOUNT     $270
BY         Lunceford, Murry
AGAINST    Ross Bros. Construction Co.
SURETY     Safeco Ins. Co.
FILED      July 17, 1986
FILENUM    CL 1986-0252
REMARKS    Job: Improvements on the I-5 Freeway, at or near the Terwilliger Curv
           Multnomah Co.
               DOCUMENT=       22 OF       33
CATEGORY   NOTICE OF CLAIM
AMOUNT     $1,607.08
BY         Umatilla Ready-Mix, Inc.
AGAINST    Ross Bros. Construction, Inc.

SURETY     Safeco Ins. Co. of America
FILED      June 30, 1986
FILENUM    CL 1986-0241
REMARKS    Job: Hwy. Div. Contract No. 10,001, Power Line Rd.-Bridge Rd. sec., M
           Hwy., Umatilla Co.
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                DOCUMENT-        23 OF        33
CATEGORY  NOTICE OF CLAIM [illegible]
AMOUNT    $16,773.96
BY        Umatilla Ready-Mix, Inc.
AGAINST   Ross Bros. Construction, Inc.
SURETY    Safeco Ins. Co. of America
FILED     August 11, 1986
FILENUM   CL 1986-0268
REMARKS   Job: Hwy  Div
              Amended: $3,507.63 pd. on account, filed September 10, 1986.
          ——— Amended: $7,000 pd, on account, filed October 9, 1986.
                                                  33
CATEGORY  NOTICE OF CLAIM-PAID
AMOUNT    $27,703.50
BY        United Steel Inc.
AGAINST   Ross Bros. Construction, Inc.
SURETY    Safeco Ins. Co. of America
FILED     June 3, 1986
FILENUM   CL 1986-0225
REMARKS   Job: Hwy. Div. Contract No. 10,001, Power Line Rd.-Bridge Rd. sec., M
          Hwy., Umatilla Co.
                DOCUMENT-        25 OF        33
CATEGORY  NOTICE OF CLAIM--PAID
AMOUNT    $4,633
BY        Westland Irrigation Dist.
AGAINST   Ross Bros. Construction, Inc.
SURETY    Safeco Ins. Co. of America
FILED     June 3, 1986
FILENUM   CL 1986-0226
REMARKS   Job: Hwy. Div. Contract No. 10,001, Power Line Rd.-Bridge Rd. sec., M
          Hwy., Umatilla Co.
                DOCUMENT-        26 OF        33
CATEGORY  NOTICE OF CLAIM
AMOUNT    $5,640
BY        Hardt, Edwin L.
AGAINST   Ross Bros. Construction, Inc.
SURETY    Safeco Ins. Co. of America
FILED     October 9, 1986
FILENUM   CL 1986-0304
REMARKS   Job: Hwy. Div. Contract No. 9875, Umatilla River (Riverside)
          Bridge & UPRR U'Xing sec., Oregon-Washington Hwy., Umatilla Co.
                DOCUMENT-        27 OF        33
CATEGORY  NOTICE OF CLAIM
AMOUNT    $2,249.90
BY        Progress Quarries, Inc.
AGAINST   Ross Bros. Construction, Inc.
SURETY    Safeco Ins. Co. of America
FILED     August 22, 1986
FILENUM   CL 1986-0272
REMARKS   Job: Hwy. Div. Contract No. 10,048, Marquam Bridge-SW Haines Rd.
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         sec., Pacific Hwy., Multnomah Co.
            DOCUMENT=       28 OF       33
CATEGORY  NOTICE OF CLAIM
AMOUNT    $1,214.98
BY        B & M Construction Equipment Co.
AGAINST   Ross Bros. Construction, Inc.
SURETY    Safeco Ins. Co. of Amer.
FILED     November 17, 1986
FILENUM   CL 1986-0335
REMARKS   Job: Hwy. Div. Contract No. 9875, Umatilla River-Riverside Bridge,
          Pendleton.
            DOCUMENT=       29 OF       33
CATEGORY  NOTICE OF CLAIM
AMOUNT    $2,057.12
BY        Ross Machine & Iron Works, Inc.
AGAINST   Ross Bros. Construction, Inc.
SURETY    Safeco Ins. Co. of America
FILED     November 13, 1986
FILENUM   CL 1986-0332
REMARKS   Job: Hwy. Div. Contract No. 10,001, Power Line Rd.-Bridge Rd. sec., M
          Hwy., Umatilla Co.
            DOCUMENT=       30 OF       33
CATEGORY  NOTICE OF CLAIM-PAID
AMOUNT    $41,523.70
BY        A-1 Sandblasting & Steam Cleaning Co.
AGAINST   Ross Bros. Construction, Inc.
SURETY    Safeco Ins. Co. of America
FILED     October 30, 1986
FILENUM   CL 1986-0318
REMARKS   Job: Hwy. Div. Contract No. 9541, Willamette River (Center St.) Bridg
          sec., Willamina-Salem Hwy., Polk & Marion Co.'s.
            DOCUMENT=       31 OF       33
CATEGORY  NOTICE OF CLAIM
AMOUNT    $51,278.14
BY        Pendleton Ready Mix Co.
AGAINST   Ross Bros. Construction
SURETY    Safeco Ins. Co. of Amer.
FILED     December 9, 1986
FILENUM   CL 1986-0347
REMARKS   Job: Hwy. Div. Cont. No. 9875, Umatilla Rvr. Bridge & U.P.R.R Crossin
          Project.
              Amended: December 18, 1986, in amt. of $5,238.50.
            DOCUMENT=       32 OF       33
CATEGORY  NOTICE OF CLAIM
AMOUNT    $1,948
BY        Tri-State Concrete Pumping
AGAINST   Ross Bros. Construction, Inc.
SURETY    Safeco Ins. Co. of Amer.
FILED     December 29, 1986
FILENUM   CL 1986-0362
REMARKS   Job: Hwy. Div. Cont. No. 9875, Umatilla River (Riverside) Bridge & UP
          U'Xing sec., Oregon-Washington Hwy., Umatilla Co.
            DOCUMENT=       33 OF       33
CATEGORY  NOTICE OF CLAIM
AMOUNT    $17,550.63
BY        Wildhorse Contracting
AGAINST   Ross Bros. Construction, Inc.
SURETY    Safeco Ins. Co. of America
FILED     October 28, 1986
FILENUM   CL 1986-0316
REMARKS   Job: Hwy. Div. Contract No. 10,001, Power Line Rd.-Bridge Rd. sec., M
          Hwy., Umatilla Co.
R0601 * END OF DOCUMENTS IN LIST   ENTER RETURN OR ANOTHER COMMAND.
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SEARCH - QUERY
00003 ROSS.AGAINST. AND NOTICE AND 1987

            DOCUMENT=       1 OF        6
CATEGORY  NOTICE OF CLAIM - PAID
AMOUNT    $4,668.71
BY        AGC - Operating Engineers Local 701 Trust Funds
AGAINST   Ross Bros. Construction, Inc.
SURETY    Safeco Ins. Co. of America
FILED     January 28, 1987
FILENUM   CL 1987-0021
REMARKS   Job: Hwy. Div. Contract No. 9875, Umatilla River
          (Riverside) Bridge & Uppr Undercrossing sec. of Oregon-
          Washington Hwy., Umatilla Co.
            DOCUMENT=       2 OF        6
CATEGORY  NOTICE OF CLAIM - PAID
AMOUNT    $6,044.78
BY        AGC - Operating Engineers Local 701 Trust Funds
AGAINST   Ross Bros. Construction, Inc.
SURETY    Safeco Ins. Co. of America
FILED     February 4, 1987
FILENUM   CL 1987-0030
REMARKS   Job: Hwy. Div. Contract No. 10001, Powerline Rd.,
          Bridge Rd. sec. of McNary Hwy., Umatilla Co.
            DOCUMENT=       3 OF        6
CATEGORY  NOTICE OF CLAIM
AMOUNT    $14,500.75 plus interest
BY        Hutchinson, Ray dba Columbia Western Co.
AGAINST   Ross Bros. Construction, Inc.
SURETY    Safeco Ins. Co. of America
FILED     January 13, 1987
FILENUM   CL 1987-0010
REMARKS   Job: Hwy. Div. Contract No. 10,001, Power Line Rd.-
          Bridge Rd. sec., McNary Hwy., Umatilla Co.
            DOCUMENT=       4 OF        6
CATEGORY  NOTICE OF CLAIM
AMOUNT    $201,173.01
BY        Wildhorse Contracting, Inc.
AGAINST   Ross Bros. Construction, Inc.
SURETY    Safeco Ins. Co. of Amer.
FILED     March 4, 1987
FILENUM   CL 1987-0046
REMARKS   Job: Hwy. Div. Contract No. 9875, Umatilla Rvr.
          (Riverside) Bridge & UPPR U'Xing sec., Oregon-
          Washington Hwy., Umatilla Co.
            DOCUMENT=       5 OF        6
CATEGORY  NOTICE OF CLAIM
AMOUNT    $2,436.48
BY        Progress Quarries, Inc.
AGAINST   Ross Brothers Construction, Inc.
SURETY    Safeco Ins. Co. of America
FILED     May 18, 1987
FILENUM   CL 1987-0070
REMARKS   Job: Contract No. 10048, work of supplying rock & delivering it
          to project at Marquam Bridge, SW Haines Rd. sec., Pacific Hwy.,
          Multnomah Co.
          DOCUMENT=        12 OF        33
CATEGORY  NOTICE OF CLAIM- PAID
AMOUNT    $14,395.62
BY        Cascade Construction Co., Inc.
AGAINST   Ross Bros. Construction, Inc.
SURETY    Safeco Ins. Co. of Amer.
FILED     April 25, 1986
FILENUM   CL 1986-0169
REMARKS   Job: Hwy. Div. Contract No. 9905, Port of Entry (Woodburn) sec.,
          Pacific Hwy., Marion Co.
          DOCUMENT=        13 OF        33
CATEGORY  NOTICE OF CLAIM
AMOUNT    $1,668.72
BY        Coral Sales Co.
AGAINST   Ross Bros. Construction, Inc.
SURETY    Safeco Ins. Co. of Amer.
FILED     May 20, 1986
FILENUM   CL 1986-0205
REMARKS   Job: Hwy. Div. Contract No. 9633, Mystic Creek-Camas Valley sec.,
          Coos Bay-Roseburg Hwy., Douglas Co.
          DOCUMENT=        14 OF        33
CATEGORY  NOTICE OF CLAIM
AMOUNT    $2,879.09
BY        Rowell & Wickersham Contractors, Inc.
AGAINST   Ross Bros. Construction, Inc.
SURETY    Safeco Ins. Co. of America
FILED     May 30, 1986
FILENUM   CL 1986-0220
REMARKS   Job: Hwy. Div. Contract No. 9762, Palmer Crk. Bridge sec., Salem-
          Dayton Hwy., Yamhill Co.
          DOCUMENT=        15 OF        33
CATEGORY  NOTICE OF CLAIM
AMOUNT    $5,089.55
BY        Star Rentals & Sales
AGAINST   Ross Bros. Construction, Inc.
SURETY    Safeco Ins. Co. of Amer.
FILED     May 30, 1986
FILENUM   CL 1986-0221
REMARKS   Job: Hwy. Div. Contract No. 9875, Umatilla Rvr. (Riverside) Bridge
          & UPRR U'Xing sec., Oregon-Washington Hwy., Umatilla Co.
               Job: Hwy. Div. Contract No. 10,001, Power Line Rd.-Bridge Rd.
          sec., McNary Hwy., Umatilla Co.
          DOCUMENT=        16 OF        33
CATEGORY  NOTICE OF CLAIM- NOT FOUND in Comm. files
AMOUNT    $21,428.21
BY        Davis, Henry G. dba Treasure Valley Rebar
AGAINST   Ross Bros. Construction, Inc.
SURETY    Safeco Ins. Co. of America
FILED     April 14, 1986
FILENUM   CL 1986-0149
REMARKS   Job: Hwy. Div. Contract No. 9875, Umatilla River (Riverside).
          DOCUMENT=        17 OF        33
CATEGORY  NOTICE OF CLAIM
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          DOCUMENT=        6 OF        6
CATEGORY  NOTICE OF CLAIM
AMOUNT    $4,287.21
BY        Continental Telephone Co. of the NW
AGAINST   Ross Bros. Construction, Inc.
SURETY    Safeco Ins. Co.
FILED     August 3, 1987

          CL 1987-0084
REMARKS   Job: Contract No. 9762. Construction of the Palmer Creek Bridge.

R0601 * END OF DOCUMENTS IN LIST - ENTER RETURN OR ANOTHER COMMAND.
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9633

NEIL GOLDSCHMIDT
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

August 7, 1987

In Reply Refer to
File No.:

CON 5
9633

Ross Bros. Construction, Inc.
3501 Brooklake Rd. N.
Salem, OR 97303

Attn: Ray K. Ross, President

Re: Mystic Creek-Camas Valley
FAP No. F-14(17)
Contract No. 9633
Underpayment of Wages and Fringe Benefits

Our position regarding the Davis-Bacon coverage of your subcontractor, Umpqua Sand and Gravel, on the above referenced project, remains unchanged. The underpayment of wages to your employee, Mr. Robert Bossley, must be corrected as well.

As you are aware, it is your responsibility as prime contractor to resolve all underpayments of wages, both yours and those of your subcontractor. This is a contract requirement. Monies will continue to be held until such time as underpayments are made with proof of payments furnished to our Project Manager.

The U. S. Department of Labor, in a letter to Daniel J. Seifer, of Meyer, Seifer and Stewart, P.C., dated April 24, 1987, offered the opinion that Umpqua Sand and Gravel was a subcontractor on the above referenced project, and was covered by the contract wage rates. The U. S. Department of Labor opinion confirms the position taken by the State on this issue.

J. L. Widmer
J. L. Widmer
Labor Compliance Officer

JLW:mk

cc: R. M. Laursen
Safeco Insurance Companies
Safeco Plaza
Seattle, WA 98185

bc: W. E. Schwartz/att.
C. O. Fredrickson/att.
James Gix/att.
John Read/att.
Jack Sollis/att.

5

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STATE HWY ENGR
AUG 7 '87
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

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734-2023 (2-85)

ROSS BROS.
CONSTRUCTION,
INC.
3501 BROOKLAKE ROAD N.
SALEM, OREGON 97303
503-393-5885

August 3, 1987

J.L. Widmer
Dept. of Transportation
1158 Chemeketa St. NE
Salem, OR 97310

Re: Mystic Creek
Underpayment of Wages

Dear Mr. Widmer:

This letter will keep you informed of the situation concerning your claim on our monies for employees of Umpqua Sand & Gravel, subcontractor.

We have some additional information concerning this matter. We are in the process of putting information together for an appeal to the Federal Aid Highway Acts. It is our right to appeal what we believe is an unfair decision.

The fact that we paid Southern Oregon Concrete has no bearing on this case, the facts are a totally different situation, in my opinion.

If this plan does not meet your approval, then I suggest that inasmuch as you have the monies, that you go ahead and disburse the monies involved to the individuals that you list, without my approval.

Sincerely,

ROSS BROS. CONSTRUCTION, INC.

RK Ross

Ray K. Ross
President

cc: R.M. Laursen - Safeco
John Read - ODOT - Roseburg

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Widmer

AGC
OREGON COLUMBIA CHAPTER

EQUAL EMPLOYMENT OPPORTUNITY EMPLOYER

AFFIDAVIT OF OTIS JORDAN

STATE OF OREGON)
)ss
County of Multnomah)

I, OTIS JORDAN, having been first duly sworn, depose and say:

1. During the years 1982 through 1984, I was an officer of Umpqua Sand & Gravel Company (hereinafter "Umpqua").

2. In 1982 Umpqua became interested in obtaining the right to remove material from the Stevenson bar located on the South Umpqua River. After negotiations with Mr. Jim Gix, of the Oregon State Highway Department, (OSHD), Umpqua obtained OSHD's permission to use the bar for OSHD and other public works contracts. Umpqua thereafter obtained the necessary permits from the State Land Board and the Douglas County Planning Commission for use of the bar. Attached hereto as Exhibits A and B are copies of Umpqua's permits. Umpqua agreed to pay the State of Oregon for material used from the bar at the royalty rate of 25 cents per ton.

Thereafter, in 1982 and 1983, Umpqua provided material from the bar to contractors for use on OSHD projects. On OSHD Contract No. 9431, Highway 42, Muns Creek-Shields Creek, Umpqua supplied material from the bar to J. L. Ward Enterprises, pursuant to a subcontract. Henry Stach was the prime contractor to OSHD on that project. Specifically, Umpqua furnished and hauled CTB aggregate from the bar to the project. At no time during this project did the OSHD require that Davis-Bacon wages be paid to Umpqua's employees.

3. Umpqua provided CTB material from the bar to R. A. Hatch for use on OSHD Contract No. 9363, I-5 Roberts Creek-Dillard Interchange, in which Hatch was the prime contractor to OSHD. The material was furnished from the bar and trucked to Hatch's CTB plant. At no time during this project did the OSHD require that Davis-Bacon wages be paid to Umpqua's employees.

4. In 1983, Ross Bros. Construction, Inc. contacted Umpqua regarding obtaining CTB material from Umpqua for use on OSHD Contract No. 9633, Mystic Creek-Camas Valley, on which Ross Bros. was the prime contractor to the OSHD. Prior to entering into an agreement with Ross Bros. for work on that project, I contacted Mr. John Widmer of OSHD, and inquired as to whether Davis-Bacon wages would have to be paid to Umpqua's employees in the event that Umpqua provided material for use by Ross Bros. on this project. I informed Mr. Widmer at the time that Umpqua had not been required to pay Davis-Bacon wages for the two projects discussed above, in Paragraphs 2 and 3. Mr. Widmere informed me that Davis-Bacon wages would not have to be paid by Umpqua to its employees for work on this project. Consequently, we provided material from the Stevenson bar to Ross Bros. for use on the project. This material was supplied to Ross Bros. at their storage yard on Highway 42, outside of the actual

boundary of the project itself. Umpqua did not place any material within the contractual boundaries of the Project.

Otis Jordan

Subscribed and sworn to before me on this _______ day of July, 1987.

Notary Public for Oregon
My commission expires:___________

9633

NEIL GOLDSCHMIDT
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

RECEIVED
STATE HWY ENGR
JUL 9 '87
REFER TO
FOR

Info	Inves	R/D	D, R	Sign	Act	File

In Reply Refer to File No.:

July 9, 1987

Safeco Insurance Co
4101 SW Kruse
Lake Oswego, OR 97034

Re: Mystic Creek - Camas Valley
FAP No. F-14(17)
Contract No. 9633
Underpayment of Wages and Fringe Benefits

CON 5
9633

As the bonding company for Ross Bros. Construction, Inc. (Ross Bros.), on the above referenced project, you should be aware of an unresolved labor problem. In a letter dated July 29, 1986, Mr. John Read outlined the underpayments of wages and fringe benefits by Umpqua Sand and Gravel, subcontractor to Ross Bros., and underpayment of wages to Robert Bossley, an employee of Ross Bros. (copy attached).

This issue has been pending for some time. Prior to this project being finalized, this issue must be resolved.

Monies have been withheld from the contract payments to insure that these payments will be properly made. When proof of payments have been furnished to our Project Manager, these funds will be released to Ross Bros.

Ross Bros.' attorneys requested the U. S. Department of Labor (USDOL) in Washington, D. C. to rule on the applicability of the Davis-Bacon Act provisions involving the aggregate production by Umpqua Sand and Gravel. The USDOL opinion agrees with the position the State has taken (copy attached).

Since the final acceptance of this contract will be made only after these labor issues are concluded, we will appreciate your assistance in resolving this matter promptly.

J. L. Widmer
J. L. Widmer
Labor Compliance Officer

JLW:cjw

Attachments

cc: R. L. & K. Associates
Ross Bros. Construction, Inc.

bc: W. E. Schwartz/attach.
C. O. Fredrickson/attach.
James Gix/attach.
John Read/attach.
Jack Sollis/attach.

734-2023 (2-85)

U.S. Department of Labor

Employment Standards Administration
Wage and Hour Division
Washington, D.C. 20210

24

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CPY to John Reed
4/28/87

Daniel J. Seifer, Esquire
Meyer, Seifer and Stewart, P.C.
121 S.W. Salmon Street
Portland, Oregon 97204-2986

Dear Mr. Seifer:

Re: Ross Brothers Construction Co., Inc.
Salem, Oregon
Contract No: 9633
Mystic Creek - Camas Valley, Oregon

This is in further reply to your letters on behalf of Ross Brothers Construction requesting a ruling on the applicability of the Davis-Bacon provisions to the furnishing and delivery of aggregate by Umpqua Sand and Gravel and of concrete by Southern Oregon Concrete to the cited project. This project was subject to the Contract Work Hours and Safety Standards Act (CWHSSA) and the Davis-Bacon provisions of the Federal-Aid Highway Acts.

According to the information furnished by you, the Oregon State Department of Transportation, and the Portland Wage-Hour Area Office, the following is our understanding of the facts of this matter. On May 17, 1983, the Oregon State Highway Division awarded the cited contract to Ross Brothers for the grading and paving, among other things, of part of a highway in Oregon. Ross Brothers purchased concrete for the project from Southern Oregon Concrete and it purchased aggregate for the job from Umpqua Sand and Gravel.

Southern Oregon Concrete set up a portable batch plant at a location approximately one mile from the job site. It appears the plant was established after bid opening. Southern Oregon Concrete produced concrete for the project from this batch plant. You indicated that Southern Oregon Concrete sold $120,512 worth of concrete from the batch plant. Of this amount, $117,657 or 97.6% was sold to Ross Brothers and Gervais Construction, a subcontractor to Ross Brothers, for the Mystic-Creek - Camas Valley project and $2,855 or 2.4% worth of concrete was sold to the general public. If cement sales from the batch plant are included in these figures, then you indicated a total of $152,353 worth of concrete and cement was sold from the plant, of which $117,657 or 77% was sold to the highway job and $34,696 or 23% was sold to the general public. It is our understanding that the cement sold from the plant was not produced at the batch plant. You have not submitted any invoices which would substantiate the existence of these sales. In an investigation conducted by our Portland Area Office, it was determined that the batch plant was dedicated exclusively, or nearly so, to the project and was covered by Davis-Bacon and CWHSSA. At the conclusion of the investigation (in August 1985), your client paid Davis-Bacon and CWHSSA back wages totalling $7,462.60 to eight employees of Southern Oregon Concrete who worked at or made deliveries from the batch plant.

With respect to Umpqua Sand and Gravel, this firm set up a portable crushing plant at the State-owned Stevenson Bar to mine and crush aggregate for the project. The Stevenson Bar is located in the Umpqua River and is approximately 24 miles away from the job site. Ross Brothers obtained a short term, temporary lease of Stevenson Bar solely for the procurement of aggregates exclusively for the highway project and Umpqua operated under that temporary permit. Umpqua's permit from the State allowed material from the bar to be used only on Oregon State projects. No outside sales to the general public were permitted under the permit and none apparently were made. During the contract period, material from the bar was used exclusively for the project at issue. You indicate that the only other materials Umpqua furnished from the bar were for two prior State highway contracts, presumably Federally-funded. Umpqua hauled the aggregate to Ross Brothers' storage yard which was approximately one-half mile from the nearest point on the job site.

In situations where materials are produced from an operation, plant, or pit which has been opened or installed in the vicinity of the construction site and is dedicated exclusively, or nearly so, to fulfilling the contract material requirements, the Department has consistently held that the employees working at those operations, as well as the truck drivers who haul and deliver materials from those locations to the job site, are performing covered construction activities and are covered by the Davis-Bacon provisions. (Section 5.2(l)(2) of the current Regulations at 29 CFR 5, copy enclosed.) In situations such as this, the Act's provisions would apply to any employee who is performing operations at the facility or is transporting materials to the job site, regardless of whether employed by a materialman, the prime contractor or a subcontractor, such as an independent trucking firm.

However, as discussed in section 5.2(l)(3) of Regulations, 29 CFR Part 5, the Davis-Bacon provisions do not apply to work performed at fabrication plants, batch plants, or borrow pits (etc.) of a contractor whose locations and continuance in operation are determined wholly without regard to a particular

Federally-funded project. In this regard, the Department has traditionally held that the manufacture and delivery to the job site of supply items from such facilities, when accomplished by bona fide commercial material suppliers or "materialmen" who serve the general public, are activities which are not covered by the Davis-Bacon provisions. In order for operations at a certain batch plant (or material supply source) and deliveries therefrom to be considered to be outside of the Act's coverage as the operation of a bona fide materialman, the batch plant must be off the project site and a substantial amount of sales must actually be made from the batch plant to the general public. To meet this latter test, it is not sufficient that the supplier merely intends to sell to the public from the batch plant. Further, sales to the public must be more than token sales. (See WAB Case Nos. 82-10, United Construction Company, Inc.; 81-4, D.A. Collins Construction Co.; and 81-12 & 13, Ontario Pipeline, Inc. and Farmington Concrete Products, Inc., copies enclosed.)

In this case, inasmuch as Ross Brothers has paid back wages for employees of Southern Oregon Concrete, it appears our opinion on the status of Southern Oregon Concrete's batch plant would be moot. However, based on the information submitted, it would be our opinion that the batch plant was covered by Davis-Bacon and CWHSSA. Inasmuch as 97.6% of the concrete produced at the plant was furnished to the project and the plant was located approximately one mile away from the job site, it would be our conclusion that the batch plant was opened and installed in the vicinity of the Davis-Bacon job site for the exclusive purpose, or nearly so, of fulfilling the contract material requirements and would be subject to Davis-Bacon and CWHSSA. In reaching this conclusion, we excluded from our consideration the amount of cement sales made from the batch plant when determining the total amount of relevant sales made from the plant to the general public. Inasmuch as the cement was not produced at the batch plant, cement sales made at the plant site would be only incidental to the plant's function thereto and would have no bearing on the question of whether the concrete plant itself was operated exclusively or not for the Davis-Bacon job. Thus, only sales of concrete produced at the plant would be relevant in determining whether the plant was the operation of a non-covered materialman or a covered subcontractor under Davis-Bacon.

Regarding Umpqua Sand and Gravel, inasmuch as the firm did not make any sales to the general public from the Stevenson Bar, material from the bar was dedicated exclusively to the project, and Umpqua operated at the bar under a temporary permit, the Stevenson Bar could not be characterized as Umpqua's permanent material facility. Therefore, it is our opinion that Umpqua Sand and Gravel was a subcontractor and covered by the CWHSSA and the Davis-Bacon provisions while furnishing and delivering aggregate from the bar to the project. See *Sweet Home Stone*, WAB 75-1 and 75-2 (August 14, 1975); *Big Six*, WAB 75-3 (July 21, 1975): *T. L. James and Company*, WAB 69-2 (August 13, 1969). The fact that the bar may have been previously used for State projects and the Davis-Bacon provisions may have been erroneously not applied to work at the bar for those projects would not affect our opinion on this matter.

We hope that the foregoing will be helpful to you.

Sincerely,

/s/

Paula V. Smith
Administrator

Enclosures

cc: Karen Mehl, AGC
John Widmer, DOT
Ruth R. Anders, DOT

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310
P.O. Box 1128
Roseburg, OR 97470
440-3429

In Reply Refer to
File No.:

July 29, 1986

Ross Bros. Construction, Inc.
3501 Brooklake Road N.
Salem, OR 97303

CON 5
9633

Attn: Steve Ross

RE: Mystic Creek-Camas Valley
FA Project No. F-14(17)
Contract No. 9633
Underpayment of Wages
and Fringe Benefits

Your subcontractor, Umpqua Sand & Gravel, did not pay the required contract wage rates for their work on the above project.

A review of Umpqua Sand & Gravel payroll records show the following underpayments:

Laborers	Gross Wages and Fringe Benefits Due
Paul Anderson	$2792.45
Keith Duncan	3835.28
Terry Lemings	812.45
	$7,440.18

Operators	
Harry Anderson	$ 1573.88
Keith Carter	2261.95
Leonard Johnson	3087.06
Dean Pollard	3377.82
Efraim Reynaga	3586.74
Lanty Jarvis	3087.19
Shudong Underwood	3999.19
Lee Watson	3932.31
	$24,906.14

Teamsters	Gross Wages and Fringe Benefits Due
Vade Kirby	$ 451.99
Darrell Nickson	1184.58
Lloyd Fleming	1672.21
Harry Hakanson	1981.98
Gary Holland	1134.38
John Moorehead	247.90
Robert Deane	39.31
Rocky Braack	799.60
Dale Green	815.20
	$ 8,327.15

In addition to the above deficiencies by Umpqua Sand & Gravel, Robert Bossley, your employee, was not paid correctly. The amounts due were stated in a letter to you dated June 13, 1985, i.e. $2,793.64.

Please resolve these underpayment of wages and fringe benefits and furnish us with copies of cancelled checks as proof of payment.

Larry E Carson
For John Read
Project Manager

JR:sc

bc: Construction
Region
Bill Cloran
John Widmer

07294s

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

WEE Y REPORT FOR CONSTRUCTION PF ECTS

WEEK ENDING: 11/29/86

PROJECT NAME (SECTION): Mystic Creek - Camas Valley

CONTRACT NO: 9633

HIGHWAY: Coos Bay - Roseburg

COUNTY: Douglas

F.A. PROJECT NO: F-14(17)

CONTRACTOR: Ross Brothers Const

KIND OF WORK: Grading, Paving and Structures and Signs

DATE OF AWARD: 05/14/83

PROJECT AUTHORIZATION

CURRENT AUTHORIZATION $ 7,440,305.60

ESTIMATED PROJECT COST $ 6,911,216.70

ESTIMATED PERCENT ~~OVERRUN~~/UNDERRUN 7.1 %

ENGINEERING

AUTHORIZATION $ 539,088.36

COST THIS WEEK $ 0.00

TOTAL TO DATE $ 840,595.00

PERCENT OF AUTHORIZATION 155 %

FIRST NOTIFICATION DATE: 06/13/83

ESTIMATED DATE OF COMPLETION, OR

SECOND NOTIFICATION DATE AND: 10/11/86

ESTIMATED SEMIFINAL SUBMITTAL DATE: 02/26/86

AVERAGE FORCE ON PROJECT THIS WEEK

SUPERVISORS: 0 WORKERS: 0

PERCENT CONTRACT WORK COMPLETED: 100%

CONTRACT TIME UNIT	DATE OF SPECIFIED COMPLETION	DAYS AVAILABLE OR LIMITING NO. OF DAYS	ELAPSED TIME OR DAYS CHRGD. TO END OF WEEK	PRESENT TIME ELAPSED OR CHARGED	EXPECT TO COMPLETE UNIT ON TIME
	/ /	0	0.0	0	
	/ /	0	0.0	0	
	/ /	0	0.0	0	
	/ /	0	0.0	0	

CONTRACT STATUS	GRADING	BASE	PAVING	SIGNALS	STRUCTURES	
ORIG. CONTRACT QUANTITIES	0	0	0			
EST. CORRECTED QUANTITIES	0	0	0			
EST. PERFORMED TO DATE	0	0	0			
PERCENT PERFORMED TO DATE	0	0	0	0	0	0

ACTIVITIES THIS WEEK:

Contract work complete. Third notification not submitted to date. Litigation complete.

PROJECT VISITORS:

ACTIVITIES ANTICIPATED NEXT WEEK:

Working toward completion of semi-final.

PROJECT MANAGER COMMENTS (INCLUDE DATE AND REASON FOR SUSPEND WORK ORDERS):

Final weekly report.

DISTRIBUTE AS INDICATED BY THE MARGINALS. GENERALLY SUBMIT THE ORIGINAL AND TWO COPIES TO THE CONSTRUCTION SECTION AND ONE COPY TO REGION.

PROJECT MANAGER (SIGN): John Read John Read

734-3001 (REV. 1-86)

CONSTRUCTION SECTION

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

DATE: August 25, 1986

In Reply Refer to File No
CON 5
9633

TO: Ron Kleinschmit
Contract Claims Coordinator

O. B. Jackmond

FROM: O. B. Jackmond
Contract Administration Engineer

NOTED
W. E. SCHWARTZ

SUBJECT: Mystic Creek - Camas Valley
Contract No. 9633
Ross Bros.' Lawsuit

A few days ago I heard a U. S. Navy Rear Admiral espouse an administration philosophy with which I thoroughly agree. It goes something like this: "You manage things. You lead people."

In our defense of the Ross Bros.' lawsuit, you displayed the ability to do both. The vast quantity of data involved in this case could have been overwhelming. Instead, you managed that mass of data superbly. Issue books, witness books, deposition summaries and numerous other computerized files are examples of the results of managing things well. Congratulations!

The defense of this case required a well coordinated team effort. The Highway Division team consisted of locating engineers, geologists, designers, Project Managers, Assistant Project Managers, inspectors, temporary data support personnel, and a consulting engineering firm. You provided the necessary leadership for this team and you did it well. Again, congratulations and thanks for a job well done.

OBJ:mk

cc: Personnel
W. E. Schwartz ✓
C. O. Fredrickson

08254md

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REFER TO
Rulien
FOR

Info	Index	R/D	D/R	Sign	Act	File
✓						

Cy- Jackmond-

8/27

This is an excellent letter & is certainly appropriate. I wish that I had been as thoughtful as you.

734-2023 (2-85)

1633

ROSS BROS.
CONSTRUCTION,
INC.
3501 BROOKLAKE ROAD N.
SALEM, OREGON 97303
503-393-5885

May 22, 1986

RECEIVED
MAY 27 1986
LEGAL

Mr. Larry Rulien
State Highway Engineer
Department of Transportation
Highway Division
Transportation Building
Salem, OR 97310

Dear Mr. Rulien:

We are in receipt of you letter of May 14, 1986, to which we take exception. Enclosed is a copy of our attorney's letter to your attorney, on this subject.

If you have any questions, please give me a call.

Yours truly,

Ste M. Ross

Steven M. Ross
Ross Bros. Construction
Vice President

cc: Daniel J. Seifer

RECEIVED
STATE HWY ENGR
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FOR
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Now what?
R
Closen will handle it.
JGS 5-27-86

EQUAL EMPLOYMENT OPPORTUNITY EMPLOYER

MEYER, SEIFER & STEWART, P.C.
ATTORNEYS AT LAW
1000 WILLAMETTE CENTER
121 S. W. SALMON STREET
PORTLAND, OREGON 97204-2986
(503) 221-0000

PAUL R. MEYER
DANIEL J. SEIFER
JOHN SPENCER STEWART
ELIZABETH YEATS
DAVID R. TRACHTENBERG*
JAN D. SOKOL
SUSAN G. WHITNEY
MICHAEL J. CARO
RODNEY R. MILLS
ROGER A. LENNEBERG*
DEBORAH J. JOHNSON*
BRADLEY J. WOODWORTH
LARRY J. BRANT*

*ALSO ADMITTED IN WASHINGTON

WASHINGTON OFFICE
3300 SEATTLE-FIRST NATIONAL
BANK BUILDING
1001 FOURTH AVENUE
SEATTLE, WASHINGTON 98154-1001
(206) 622-2075

May 16, 1986

Mr. William F. Cloran
Assistant Attorney General
Department of Justice
Trial Division
450 Justice Building
Salem, OR 97310

Re: Ross Bros. v. State of Oregon

Dear Bill:

We are shocked at your recent statement that you have reported to the Transportation Commission that Ross Bros. has refused to permit the State to inspect certain documents concerning the referenced litigation. Implicit in your statement is a suggestion that Ross Bros. has acted improperly in this regard.

As a part of your preparation for trial, you have requested that Ross Bros. produce a variety of documents, including estimating computations, cost analysis and financial information which necessarily contained proprietary commercial information, the confidentiality of which is critical to our client's participation in a competitive industry. Our objection to that portion of your request for production asked only that the State agree that the commercial information was confidential and be treated as such, that it would be used only for purposes of this litigation and that it would not be disseminated to others without Ross Bros.' consent.

We believe that the restrictions that we have imposed are not only reasonable, but are required under the Public Records Law and, to the extent this information may be shared with the Federal Highway Administration, also required under the Freedom of Information Act. Moreover, as you are aware from our prior litigation together, the form of stipulation which we proposed is one routinely employed by the presiding judge of the Multnomah County Circuit Court in exactly this type of situation.

In response to our proposal, you have offered no specific objections to particular language within the proposed stipulation, and have referred us to no contract provision, statute or other regulation in support of your position. Rather, you have impugned the integrity of our client and the professionalism of this office, which we deeply resent.

As attorneys, we both have an ethical obligation to represent the respective interests of our parties with an adversary zeal. Nonetheless, in the years that we have been involved in litigation with the State, we have always attempted to conduct ourselves in good faith and free of implication of improper purpose. We continue to believe that it is not only possible but proper for adversary attorneys so to conduct their litigation. Certainly, we recognize and respect your right to seek decision of the Marion County Circuit Court on this discovery issue, and whether the protection for this commercial information that would be a matter of course in Multnomah County is also proper in Marion County. We understand that you have determined to raise the issue with the court, as well you should, and to which we will respond. To that, we have no objection. We do, however, object both to the Department of Justice and to the Transportation Commission any implication that the efforts of this office to protect the proprietary property of our client from improper use is in any way irregular. Should the Transportation Commission see fit, we are, of course, ready to appear before them to discuss the matter fully and completely. We are confident that the members of the Transportation Commission are public servants of good will and commercial sophistication. We do not object to their interest in any manner concerning this litigation. We do, however, feel compelled to record our objection to your unfounded implications.

Very truly yours,

MEYER, SEIFER & STEWART, P.C.

Daniel J. Seifer

Rodney R. Mills

cc Dave Frohnmayer
Robert W. Gormsen

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

May 14, 1986

In Reply Refer to
File No.:

CON 5

Ross Bros. Construction, Inc.
3501 Brooklake Rd. N.
Salem, OR 97303

Re: Contractor Records
Mystic Creek-Camas Valley
Contract No. 9633

Subsection 105.05 of the Standard specifications for the above contract states, in part, that "The Engineer shall be allowed access at all times to the book and records of the contractor, and the contractor shall furnish him all data necessary to determine the actual cost of all or any part of the work."

You filed a lawsuit against the State on this contract. Subsequently it was necessary for the State to review your books and records for this contract. You have refused to permit the Engineer to examine your books and records for this contract.

The purpose of this letter is to advise you that you have breached this contract and that the Department of Transportation will fully avail itself of available remedies.

Larry Rulien
State Highway Engineer

cc: Jack Sollis
William Cloran

bc: C. O. Fredrickson
Dale Wilken

05141m

Form 734-3122

CON 21-4 [illegible]

jc

[illegible]

U. S. DEPARTMENT OF TRANSPOF TION
FEDERAL HIGHWAY ADMINI ATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-14(17)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Douglas

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 20043

6. TO
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
STAT HWY ENGR
JUN 18 '86
REFER TO Potter
FOR

7. DATE AUTHORIZATION EFFECTIVE March 31, 1986

8. FEDERAL ROUTE NUMBER Primary 14

9. STATE ROUTE NUMBER Primary 35

10. GENERAL LOCATION:
Mystic Creek - Camas Valley Section

11. GENERAL DESCRIPTION OF WORK
Contractor's Claim

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* See Below

13. REMARKS

As requested by Mr. Fredrickson's letter of 6-4-86 State Force Order 5 Supplemental is approved and authorization to proceed with the necessary work in accordance with the Federal-aid Program Manual at a TEC of $150,000; Federal Funds $142,500. Reimbursement will be in accordance with the Federal-aid Program Manual.

The above authorization is contingent upon modification of Project Agreement if additional funds are required.

14. DATE 6/18/86

15. SIGNATURE OF APPROVING OFFICIAL RChristianson

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

CL 1986 0225

9633

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
MAY 20 1986
BARBARA ROBERTS
SECRETARY OF STATE

May 16, 1986

IN REPLY REFER TO
FILE NO.:
CON 5 - #9633

Coral Sales Company
P.O. Box 577
Clackamas, OR 97015

We have received your letter dated April 15, 1986, with attached invoice, filing a claim against the following Highway Division contract:

FILED BY:	Coral Sales Company
AMOUNT:	$1,668.72
AGAINST (Prime contractor):	Ross Bros. Construction, Inc.
CONTRACT NO.:	9633
PROJECT:	Mystic Creek-Camas Valley Section, Coos Bay-Roseburg Highway, Douglas County
SURETY:	Safeco Insurance Co. of America
AGENT:	KL & K Associates, Inc.

We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Robert W. Gormsen
COMMISSION SERVICES

cc: Ross Bros. Construction, Inc.
3501 Brooklake Rd. N.
Salem, OR 97303

Safeco Insurance Co. of America
4101 S.W. Kruse Way
Lake Oswego, OR 97304

RECEIVED
MAY [illegible] 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

bc: ✓Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

NOTED ON CARD
6-10-86 cc

731-0188 (10-85)

Coral Sales Company

P.O. BOX 577
10560 S.E. HWY. 212
CLACKAMAS, OREGON 97015
(503) 655-6351

April 15, 1986

Robert W. Gormsen
Manager of Commission Service
121 Transportation Building
Salem, OR 97310

Re: Oregon State Highway Dept. Contract #9633, Mystic Creek-Camas Valley.

We would like to file a claim for payment of unauthorized credit taken on credit memo for agreed upon restocking charge from Coral Sales Company by Ross Brothers Construction on October 31, 1985 in the amount of $1,668.72. We have been most patient in this matter but have no recourse but to protect our lien rights.

Thank you,

Lizbeth Hatfield
Lizbeth Hatfield
Accountant

Encl.

RECEIVED
APR 17 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CORAL SALES COMPANY
P. O. BOX 577
10560 S.E. HWY 212
CLACKAMAS, OR 97015
(503) 655-6351

CREDIT MEMO
B 4415

INVOICE DATE	10-31-85
OUR ORDER NO	See Below
YOUR ORDER NO	N/A
TERMS	N/A
F.O.B.	Clackamas
SALESMAN	DPD
SHIPPED VIA	Your Truck

Ross Brothers Construction
3501 Brooklake Rd. N.E.
Salem, OR 97303

SHIPPED TO: Coral Sales Company 10560 SE Highway 212 Clackamas OR 97015

PPD. OR COLL.

QUANTITY	DESCRIPTION	PRICE	AMOUNT
4	NEW ¼" ANCHOR PLATES (SO B3921)	$6.50	(26.00)
3	NEW 6' ANCHOR CABLES (SO B3921)	48.00	(144.00)
106	NEW 12' 6" GR PANEL PUNCH 3' 1½" (INV)	3.80LF	(5035.00)
4	NEW 12' 6" GR PANEL PUNCH 6'3" + RAD 25' CONVEX (SO B3945)	6.20LF	(310.00)
1	NEW 12' 6" GR PANEL PUNCH 6'3" + RAD 35' CONVEX (SO 3945)	6.20LF	(77.50)
2	NEW 12' 6" GR PANEL PUNCH + RAD, FOR TRIPLE SPACER BLOCK (SO B3993)	7.10LF	(177.50)
19	NEW 12' 6" GR PANEL PUNCH 6"3" (SO B3921)	3.80LF	(902.50)
58	NEW 6"X8"X6' GR POSTS (GREEN) (SO B3921)	12.75	(739.50)
1	NEW 8"X8"X6' GR POST (GREEN) (INV)	15.20	(15.20)
106	NEW 6"X8"X1'2" BLOCKS (GREEN) (SO B3921)	2.65	(280.90)
12	USED 6"X8"X6' GR POSTS (GREEN) (INV)	4.00	(48.00)
1	REJECT 6"X8"X6' GR POST (GREEN) (SO B3921)	-0-	-0-
4	USED 8"X8"x6' GR POST (GREEN) (SO B3921)	5.00	(20.00)
6	NEW 6"X8"X6' GR POST (BROWN) (INV)	12.75	(76.50)
25	NEW 6"X8"X6' ANCHOR POST (BROWN) (INV)	15.20	(380.00)
2	NEW 8"X8"X6' GR POST (BROWN) (SO B3988)	29.00	(58.00)
7	USED 6"X8"X6' GR POST (BROWN) (INV)	4.00	(28.00)
2	USED 6"X8"X6' GR ANCHOR POST (BROWN) (INV)	4.00	(8.00)
2	USED 8"X8"X6' GR POST (BROWN) (INV)	5.00	(10.00)
1	USED 6"X8"X1'2" GR BLOCK (BROWN) (INV)	1.00	(1.00)
6	USED 8"X8"X1'2" GR BLOCK (BROWN) (INV)	1.00	(6.00)
			(8343.60)
	LESS 20% RESTOCKING CHARGE		1668.72
	NET CREDIT		($6674.88)

LH

✓ SO B3921 = $1690.32
✓ SO B3945 = 310.00
✓ SO B3988 = 46.40
✓ SO B3993 = 142.00
INVENTORY = 4486.16

✓

RECEIVED
APR 17 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

FORM 14409 RAPIDFORMS, INC., BELLMAWR, N.J. 08031

May 14, 1986

Ross Bros. Construction, Inc.
3501 Brooklake Rd. N.
Salem, OR 97303

CON 5

Re: Contractor Records
Mystic Creek-Camas Valley
Contract No. 9633

Subsection 105.05 of the Standard specifications for the above contract states, in part, that "The Engineer shall be allowed access at all times to the book and records of the contractor, and the contractor shall furnish him all data necessary to determine the actual cost of all or any part of the work."

You filed a lawsuit against the State on this contract. Subsequently it was necessary for the State to review your books and records for this contract. You have refused to permit the Engineer to examine your books and records for this contract.

The purpose of this letter is to advise you that you have breached this contract and that the Department of Transportation will fully avail itself of available remedies.

Larry Rulien
State Highway Engineer

cc: Jack Sollis
William Cloran

bc: C. O. Fredrickson
Dale Wilken

05141m

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-14(17)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Douglas

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 20043

6. TO

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE January 22, 1986

8. FEDERAL ROUTE NUMBER Primary 14

9. STATE ROUTE NUMBER Primary 35

10. GENERAL LOCATION:

Mystic Creek - Camas Valley Section

11. GENERAL DESCRIPTION OF WORK

Utility Adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Utility Adjustment

13. REMARKS

As requested by Mr. Potter's letter of 1-14-86 and contingent upon modificication of the Project Agreement if additional funds are required, we approve the revised costs for the Douglas Electric Cooperative, Inc., powerline relocation for a TEC of $22,507.64; Federal Funmds $19,841.00.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Highway Program Manual.

RECEIVED
STATE HWY ENGR
JAN 27 '86
REFER TO Potter
FOR
Info | Inves | R/D | J/R | Sign | Ac | File

Orig to
1/27

14. DATE 1/24/84

15. SIGNATURE OF APPROVING OFFICIAL Christianson

16. TITLE For Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street N. E.
Salem, Oregon 97301

January 24, 1986
IN REPLY REFER TO
HFO.3-OR

Mr. L. W. Rulien
State Highway Engineer
Oregon State Highway Building
Salem, Oregon 97310

Dear Mr. Rulien:

Oregon Project F-14(17)
Mystic Creek - Camas Valley Section
Order for Force Work No. 4

The subject work order has been reviewed and found to cover work performed as a right-of-way obligation on property acquired with State funds without Federal-aid participation. Federal-aid participation in acquisition costs was not possible as the property was acquired prior to our authorization. For this reason we are unable to approve Federal participation in the work order as requested.

Order for Force Work No. 4 is being returned without approval.

Sincerely yours,

G.K. Hossner
for
Dale E. Wilken
Division Administrator

cc:
OSHD (C. O. Fredrickson, Const)
OSHD (Gary Potter, Prgm Mgmt)

WES
TAA
Orig to
1/28

RECEIVED
STAT HWY ENGR
JAN 27 '86
REFER TO
Fredrickson
FOR

Info	Inves	R/D	D/R	Adm	Act	File
					✓	

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

ORDER FOR FORCE WORK

WORK TO BE DONE BY: (State Forces or Utility, Railroad, Local Government Unit, etc. — by name) State Forces	FUNCTION NO. ("SFO") ORDER NO. [redacted] — 04
PROJECT NAME (SECTION) Mystic Creek - Camas Valley Section	CONTRACT NO. 9633
HIGHWAY Coos Bay - Roseburg COUNTY Douglas	PREFIX C09633
	F.A. PROJECT NO. F-14(17)

DESCRIPTION AND LOCATION OF WORK TO BE DONE:

Provide an oil shot to driveway at Mr. Smith's property left of Station 1558+50.

Effective date of authorization for work ________

ESTIMATE OF QUANTITIES AND COSTS:

Labor	$600
Materials	$400
Equipment	$1,500
TOTAL	$2,500

EXPLANATION: State forces are better equiped to do this work since the contractor has completed the contract work and removed his equipment from the project.

SUBMITTED BY TITLE Larry D. Lindley	DATE 10/3/85	APPROVAL RECOMMENDED OR ~~APPROVED~~ BY REGION	DATE 10/4/85
APPROVAL RECOMMENDED BY TITLE	DATE	NOTED OR APPROVED BY CONSTRUCTION OR TRAFFIC	DATE OCT 1 0

CONTRACT PROJECTS — Prepare a separate order for each type of force work. Submit original through channels to the Construction Engineer. Approved copies will be distributed to the Region, Project Manager, Highway Accounting and to others as appropriate.
DO NOT USE THIS FORM FOR FORCE ACCOUNT WORK BY CONTRACTORS.

TITLE II PROJECTS NOT UNDER CONTRACT — Prepare a separate order for each type of force work. Submit original through channels to the Traffic Engineer. Approved copies will be distributed to the Region, Highway Accounting and to others as appropriate

OREGON DEPARTMENT OF TRANSPORTATION

HIGHWAY DIVISION

ORDER FOR FORCE WORK

WORK TO BE DONE BY: (State Forces or Utility, Railroad, Local Government Unit, etc. — by name) State Forces	FUNCTION NO. [redacted] ("SFO") ORDER NO. — 04
PROJECT NAME (SECTION) Mystic Creek - Camas Valley Section	CONTRACT NO. 9633
HIGHWAY Coos Bay - Roseburg COUNTY Douglas	PREFIX C09633
	F.A. PROJECT NO. F-14(17)

DESCRIPTION AND LOCATION OF WORK TO BE DONE:

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ESTIMATE OF QUANTITIES AND COSTS:

Effective date of authorization for work ______

Labor	$600
Materials	$400
Equipment	$1,500
TOTAL	$2,500

EXPLANATION: State forces are better equiped to do this work since the contractor has completed the contract work and removed his equipment from the project.

SUBMITTED BY Larry D. Lindley TITLE	DATE 10/3/85	APPROVAL RECOMMENDED OR ~~APPROVED~~ BY REGION	DATE 10/4/85
APPROVAL RECOMMENDED BY TITLE	DATE	NOTED OR APPROVED BY CONSTRUCTION OR TRAFFIC	DATE OCT 1 0

CONTRACT PROJECTS — Prepare a separate order for each type of force work. Submit original through channels to the Construction Engineer. Approved copies will be distributed to the Region, Project Manager, Highway Accounting and to others as appropriate.
DO NOT USE THIS FORM FOR FORCE ACCOUNT WORK BY CONTRACTORS.

TITLE II PROJECTS NOT UNDER CONTRACT — Prepare a separate order for each type of force work. Submit original through channels to the Traffic Engineer. Approved copies will be distributed to the Region, Highway Accounting and to others as appropriate.

· CL1985-0243

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
JAN 27 1986
BARBARA ROBERTS
SECRETARY OF STATE

January 20, 1986

Roseburg Paving Co.
P.O. Box 1427
Roseburg, OR 97470

CON 5
9633

IN REPLY REFER TO
FILE NO.:

Attention: John Loosley
President

We have received your letter dated December 20, 1985, filing a claim against the following Highway Division contract:

FILED BY:	Roseburg Paving Co.
AMOUNT:	$104,228.68
FOR:	Paving, labor & materials
AGAINST (Prime contractor)	Ross Bros. Construction, Inc.
CONTRACT NO:	9633
PROJECT:	Mystic Creek-Camas Valley Section, Coos Bay-Roseburg Highway, Douglas County
SURETY:	Safeco Insurance Co. of America
AGENT:	KL & K Associates, Inc.

We will advise the surety and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

RECEIVED
1986

NAL SIGNED
RT W. GORM

Robert W. Gormsen
COMMISSION SERVICES

cc: Ross Bros. Construction, Inc.
3501 Brooklake Rd. N.
Salem, OR 97303

Safeco Insurance Co. of America
4101 S.W. Kruse Way
Lake Oswego, OR 97034

NOTED ON CARD
3-3-86 cc

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

ROSEBURG PAVING CO.

December 20, 1985

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

Department of Transportation
State Highway Division
Attention: Robert Gormsen
Commission Services
Transportation Building
Salem, OR 97310

Ross Bros. Construction Co., Inc.
3501 Brooklake Rd. N.
Salem, OR 97303

Safeco Insurance Co. of America
4101 S.W. Kruse Way
Lake Oswego, OR 97034

Secretary of State
State Capitol Building
Salem, OR 97310

Re: Coos Bay-Roseburg Highway
Mystic Creek-Camas Valley
OSHD Contract No. 9633

Dear Ladies and Gentlemen:

Notice is hereby given that the undersigned, Roseburg Paving Co. has a claim for paving, labor and materials performed and furnished for the above described project, through OSHD Est. No. 21, in the sum of $104,228.68 against the bond taken from Ross Bros. Construction Co., Inc. principal and Safeco Insurance Co. of America, surety for the work on highway improvement Mystic Creek-Camas Valley OSHD Contract No. 9633.

Yours Very Truly,

John Loosley, President

RECEIVED
DEC 23 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Beaver State Road, Hwy 99S P.O. Box 1427 Roseburg, Oregon 97470 (503) 679-6744

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

January 14, 1986

In Reply Refer to
File No.: E. S.

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

**ORIGINAL SIGNED BY
W. H. WAKERLIG**

FROM: Gary A. Potter
for Manager, Program Section

SUBJECT: Cost Overrun Revision
Aerial Power Line Relocation
Douglas Electric Cooperative, Inc.
Mystic Creek-Camas Valley Section
Coos Bay-Roseburg Highway
Douglas County
Project No. F-14(17)

RECEIVED
STAT HWY ENGR
JAN 15 '86
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Reference is made to my letter of October 1, 1985 which submitted a request for additional authorization of participation in a cost overrun for the relocation of aerial power line facilities by Douglas Electric Cooperative, Inc. (DEC) and to your Letter of Approval and/or Authorization, dated October 15, 1985 which approved participation in the cost of $19,229. Copies of my letter and your PR-1240's are attached.

The Highway Division Accounting Section has reviewed their audit and found that all overhead charges were not considered. A revised audit report has been prepared and is enclosed. The final cost of $22,507.64 exceeds the estimated cost of $15,138.35 by $7,369.29 or 48.68%. DEC in a letter dated April 3, 1985, has provided an explanation of the cause for overrunning the estimated cost. A copy of the letter is attached.

DEC has accomplished the work required to accommodate our highway construction, as requested, and is entitled to full reimbursement.

Your approval of federal participation in the final relocation cost of $22,507.64 is requested.

JMC:jr
attachments

cc: E. S. Hunter
J. M. Cartwright
Rich Evans
John Christopherson

Form 734-3122

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

In Reply Refer to
File No.:

DATE: December 3, 1985

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

CON 5

Bruce M. Walton

FROM: for C. O. Fredrickson, P.E., P.L.S.
Construction Engineer

NOTED
E. S. HUNTER

SUBJECT: Request Contract Acceptance
Federal-aid Project No. F-14(17)

Contract 9633, Work Completed 10-11-85

Project Mystic Creek-Camas Valley

Highway Coos Bay-Roseburg

County Douglas

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date 10-31-85

513

G. K. Hassner
for Dale E. Wilken
Division Administrator

BMW:mk

cc: E. S. Hunter ✓
C. O. Fredrickson
Jim Gix
B. M. Walton

CPC/FL4

RECEIVED
STATE HWY ENGR
DEC 9 '85
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

734-2023 (2-85)

DAVE FROHNMAYER
ATTORNEY GENERAL

WILLIAM F. GARY
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
TRIAL DIVISION
Justice Building
Salem, Oregon 97310
Telephone: (503) 378-6313

RECEIVED
DEC 03 1985
LEGAL

November 27, 1985

[illegible]
[illegible] L Sollis

Fred Miller, Director
Department of Transportation
135 Transportation Building
Salem, Oregon 97310

Re: Ross Bros., Inc. v. State
Marion County Circuit Court Case No. 85-2831

Dear Mr. Miller:

This is to inform you that the above entitled matter has been filed in Marion County Circuit Court. Named defendants include the State of Oregon, Department of Transportation, Highway Division. This matter concerns Mystic Creek-Camas Valley Section of the Coos Bay-Roseburg Highway constructed by Ross Bros.

I have assigned this case to Trial Attorney William F. Cloran, who will keep you apprised of significant developments in the case. A copy of the Complaint is enclosed for your information.

Sincerely,

John R. McCulloch Jr.

John R. McCulloch, Jr.
Chief Counsel, Trial Division

JRM/jep

Enclosure

cc: Bryant Jackmond
P. Schwartz
Jack Sollis

[illegible] Rulien

RECEIVED
DOT DIRECTOR
NOV 29 '85
REFER TO
Jack Sollis
FOR

Info	Inves	R/D	D/R	Sign	Act	File

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MARION

ROSS BROS. CONSTRUCTION CO.,)
INC., an Oregon corporation,)
)
Plaintiff,)
) No.
v.)
)
STATE OF OREGON, acting by) COMPLAINT
and through its Transportation Commission, Department) (Breach of Contract)
of Transportation, Highway)
Division,)
)
Defendant.)

Plaintiff alleges:

1.

Plaintiff is a corporation duly organized and existing under the laws of the State of Oregon, and is a general contractor with its principal office in Salem, Oregon. Defendant may be sued pursuant to ORS 30.320 and other provisions of law.

2.

Defendant has established and maintained a public highway between Coos Bay, Oregon and Roseburg, Oregon known as Highway 42. Prior to 1983, Defendant determined to improve a section of said highway, in Douglas County, known as the Mystic Creek-Camas Valley section of the Coos Bay-Roseburg Highway (herein the "Project"). In furtherance of its determination, Defendant prepared detailed plans and specifications describing the proposed work of construction, which included the construction of approximately 2.2 miles of highway and ten highway bridges, and appurtenant grading, paving, landscaping, structures and signing. The plans and specifications, amongst other things, described in detail the nature, quantities and locations of rock and soil materials to be excavated, selected, hauled and placed or wasted at designated locations. The plans and specifications further described the right-of-way to be provided by Defendant, and a time period within which the construction work was to be accomplished.

3.

In about April, 1983, Defendant invited sealed competitive bids for construction of the Project in accordance with the plans and specifications prepared by Defendant. Plaintiff submitted the low, responsive and responsible bid, and was awarded a contract by Defendant. On May 19, 1983, Defendant and Plaintiff entered into OSHD Contract No. 9633 (herein "the Contract"), whereby Plaintiff agreed to construct the Project in accordance with Defendant's plans and specifications, and Defendant agreed to make payment to Plaintiff therefor in accordance with the prices provided in Plaintiff's bid. The Contract documents included Defendant's standard specifications, supplemental standard specifications and special provisions, plans and revision letter No. 1.

4.

By furnishing the plans and specifications to Plaintiff for bid, and by incorporating the plans and specifications into the Contract, Defendant impliedly warranted that the plans and specifications, and the details of construction and earthwork distribution shown therein, were adequate, accurate and complete. Defendant further impliedly warranted that it would not delay, hinder or impede Plaintiff's performance under the Contract.

5.

The Contract further provided, amongst other things, that in the event the plans and specifications or the details of construction therein shown were changed or altered, Defendant would make payments to Plaintiff in addition to the contract price in such amounts as fairly and equitably reimbursed Plaintiff's costs of performing the work as changed or altered.

6.

Plaintiff commenced construction of the work on about June 1, 1983. The work has been fully completed and Defendant has been, and is hereby, so notified. Plaintiff has performed all the obligations on its part to be performed under the Contract.

7.

The plans and specifications and the details of construction therein shown were, in fact, inaccurate, inadequate and incomplete, in that, amongst other things, the rock and soil materials actually encountered were different in nature, character and quantity than described. Defendant changed and altered the details of construction and earthwork distribution, and changed the nature, character, quantity and location of excavation, selection, hauling, placement and wasting of materials. Plaintiff timely requested that Defendant make payments to Plaintiff as provided in the Contract.

8.

Defendant breached the Contract by failing timely to provide the right-of-way shown in the Contract, by failing timely to provide the right-of-way free of interference of the facilities and property of utilities and other government agencies as agreed, by failing and refusing to make payment to Plaintiff for costs incurred as a consequence of the changes and alterations in the details of construction as agreed, by failing and refusing to make payment to Plaintiff for changes in the design of pavement at the location of guardrail, by failing and refusing to make payment to Plaintiff for changes in the layout of the guardrail, by failing and refusing to make timely payment to Plaintiff at the times and in the amounts provided by the Contract, and by failing and refusing to make payment to Plaintiff in the amounts due under the Contract.

9.

By reason of Defendant's breaches as above alleged, the nature, extent, sequence and cost of Plaintiff's work necessary to construct the Project was changed and increased, Plaintiff was hindered and delayed in the performance of its work, and Plaintiff was required to expend labor and provide equipment, materials, supplies, supervision and required liability insurance additional to the contract requirements, all of a fair and equitable value of not less than $1,068,035.00, and Defendant is indebted to Plaintiff in said sum together with interest thereon at the rate of one percent (1%) per month as provided by law; Plaintiff was further required to place guardrail posts through cement-treated base rather than crushed aggregate as shown, and to move and reinstall guardrail posts at revised locations, the fair and equitable value of which is not less than $40,000.00, for which Defendant is further indebted to Plaintiff together with interest at the rate of one percent (1%) per month as provided by law; and Defendant remains indebted to Plaintiff for balances due under the Contract in the further sum of $771,737.00, together with interest thereon at the rate of one percent (1%) per month as provided by law.

WHEREFORE, Plaintiff demands judgment against Defendant in the sum of $1,879,772.00, together with interest thereon at the rate of 1% per month in accordance

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with ORS 279.575 from the times that payments were due, and for Plaintiff's costs and disbursements incurred herein.

DATED this 13 day of November, 1985

MEYER, SEIFER & STEWART, P.C.

By DANIEL J. SEIFER
Daniel J. Seifer (OSB #69156)
Of Attorneys for Plaintiff

jc

N

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-14(17)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Douglas

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 20043

6. TO
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE November 12, 1985

8. FEDERAL ROUTE NUMBER Primary 14

9. STATE ROUTE NUMBER Primary 35

10. GENERAL LOCATION:
Mystic Creek - Camas Valley Section

11. GENERAL DESCRIPTION OF WORK
Contractor's claim

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* See Below

13. REMARKS

As requested by Mr. Fredrickson's letter of 11-6-85 State Force Order #5 is approved and authorization to proceed with the necessary work in accordance with the Federal-aid Program Manual at a TEC of $10,000 - Federal Funds $9,500. Reimbursement will be in accordance with the Federal-aid Program Manual.

The above authorization is contingent upon modification of Project Agreement if additional funds are required.

RECEIVED
STATE HWY ENGR
NOV 18 '85
REFER TO Potter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Orig. to
11/18

14. DATE 11/14/85

15. SIGNATURE OF APPROVING OFFICIAL CK Christianson

16. TITLE For Division Administrator

FORM PR-1240 PREVIOUS EDITIONS MAY BE USED
(Rev. 12-79)

7 .83 jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-14(17)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Douglas

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 20043

6. TO
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE April 27, 1983

8. FEDERAL ROUTE NUMBER Primary 14

9. STATE ROUTE NUMBER Primary 35

10. GENERAL LOCATION:
Mystic Creek - Camas Valley Section

11. GENERAL DESCRIPTION OF WORK
Utility Adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Utility Adjustment

13. REMARKS

As requested by Mr. Potter's letter dated 10-1-85 and contingent upon modification of Project Agreement if additional funds are required, I approve the revised costs for the Douglas Electric Cooperative, Inc., power line relocation for $19,229; Federal Funds $18,268.

RECEIVED
STATE HWY ENGR
OCT 16 '85
REFER TO
Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig. to
10/16

14. DATE 10/15/85

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hosmer

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

October 2, 1985

Ross Bros. Construction, Inc. CON 5
3501 Brooklake Rd. N.
Salem, OR 97303

Re: Time Extension Request
Mystic Creek-Camas Valley
Contract No. 9633
FAP No. F-14(17)

Your request for additional contract time in which to complete the above project has been very carefully reviewed. You have requested an additional 313 working days of contract time due to 17 listed reasons.

Item No. 1: Foundation Excavation, Sta. 1581 to Sta. 1590, North Side.

Item No. 2: Telephone Cable Relocation Delay, Sta. 1579 to Sta. 1600.

Item No. 11: Foundation Excavation, Sta. 1590, South Side.

A study of the project records, schedule, and progress indicates that these items did not delay the project. The completion of certain work on Structure 559B was critical to opening Stage II in this area. None of the above items affected the work on Structure 559B. If there was a delay in this portion of the project, it was your late completion of the work required on Structure 559B. This portion of your request is therefore denied.

Item No. 3: Right of Way Dispute With Mr. Smith.

The State is not responsible for the unlawful conduct of private persons. If you were delayed by Mr. Smith, you may have a cause of action against him.

This portion of your request is accordingly denied.

Item No. 4: Change in Filter Fabric Specifications.

The filter fabric problems were worked out with your representatives in the field. To our knowledge, the filter fabric did not delay the project.

This portion of your request is denied.

Item No. 5: Revision to Waste Area Due To Overrun.

Item No. 17: Out of Sequence Rock Excavation.

You elected to attempt to change the stage construction sequence indicated on the contract plans. The select rock embankment materials indicated on the plans at approximate Stations 1550 and 1570 was not present. Competent select rock embankment materials were known to exist at approximate Station 1520 (Signal Tree Road). You continued excavation of common materials from the cuts at Stations 1550 and 1570 on your elected attempt to change the stage construction sequence.

You were unable to shift traffic in accord with your elected stage revision because of your failure to complete the arch culvert installation, Structure No. 16416. This delay resulted in a depletion of the available waste area. You elected not to pursue the excavation of select rock embankment at Station 1520 in a timely manner, but rather you elected to continue excavation in the easier areas encountered in your elected stage change. Your elected stage change was not accomplished due to your late completion of Structure No. 16416.

Neither the depletion of the available waste area nor the claimed out of sequence rock excavation delayed the project. The project was delayed by your inability to complete critical structural work in a timely manner.

This portion of your request is therefore denied.

Item No. 6: Remove Benches and Reslope.

The work was performed as extra work. This work did not delay project completion. Structure work was critical to timely project completion and this extra work did not delay work on structures. This portion of your request is denied.

Item No. 7: Exploring for Good Rock Source.

An Extra Work Order was issued to pay for a wagon drill to do some exploratory drilling. This required five hours of drill time. This did not delay project completion and this portion of your request is denied.

Item No. 8: Revised Staging at Station 1482 to 1490.

A Price Agreement was made to cover this revision. The net result was a reduction in grading quantities. Additional contract time is not warranted. This portion of your request is denied.

Item No. 9: Increased Excavation and Backfill at Structure 16416.

You elected to use an alternate design for Structure No. 16416. The State approved your selected alternate. The manufacturer's recommendation for the alternate design required the added work. Additional time required resulted from your election of the alternate design and is not the responsibility of the State.

This portion of your request is therefore denied.

Item No. 10: Delay Resulting from BLM Timber Removal.

The contract Special Provisions require the contractor to cold deck the BLM timber. You elected not to do so. You had the right and contract responsibility to avoid any contract delay in this matter. This portion of your request is denied.

Item No. 12: Regrade and Widen "ST" Line.

This extra work did not delay the project and added contract time is not warranted. This portion of your request is therefore denied.

Item No. 13: Unplanned Staging at Station 1543.

Item No. 14: Unplanned Staging at 16415 BT4 Impact.

A change in staging did require impact panels to be constructed in two stages instead of one. A review of project records indicates that one working day of additional contract time is warranted for this change.

Item No. 15: Unplanned Staging at 559B BT4 Impact Slab.

This staging change required that the impact panel at the easterly end of Structure No. 559B be placed in three phases rather than the two phases indicated. A review of the project records indicates that one working day of additional contract time is warranted for this change.

Item No. 16: Slide Removal at Station 1483.

There was a small landslide on the westerly end of the project that encroached on the pavement. This was removed as extra work. This extra work did not delay completion of the project and additional contract time is not warranted. This portion of your request is accordingly denied.

Summary:

A contract time adjustment of an additional two working days, or three calendar days, is granted for the performance of the altered work covered by Items 14 and 15 above. The remainder of your request is denied. The adjusted contract time of completion for this contract is 553 calendar days.

Should you wish to submit additional data, or to further review this matter, please contact Project Manager Larry Lindley.

W. E. Schwartz, P.E.
Ass't. State Highway Engineer

WES:OBJ:mk

bc: C. O. Fredrickson
    Larry Lindley
    Ron Busey
    FHWA
    Bruce Walton

TE/198

1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

October 1, 1985

In Reply Refer to
File No

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

FROM: Gary A. Potter **ORIGINAL SIGNED BY GARY A. POTTER**
Manager, Program Section

SUBJECT: Cost Overrun
Aerial Power Line Relocation
Douglas Electric Cooperative, Inc.
Mystic Creek - Camas Valley Section
Coos Bay - Roseburg Highway
Douglas County
Project No. F-14(17)

RECEIVED
STATE HWY ENGR
OCT 3 '85
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Reference is made to D. E. Swan's letter of April 27, 1983 which submitted an estimate of cost for the relocation of Douglas Electric Cooperative's aerial power line facilities and to your Letter of Approval and/or Authorization, dated May 5, 1983 which approved participation in the estimated cost of $15,139. Copies of my letter and your PR-1240 are attached.

The relocation of the aerial power line facilities has been completed and a final billing of cost, in the amount of $22,913.03, received. The relocation costs have been audited by our Accounting Section and the final cost found to actually be $19,228.83. The final audited cost of $19,228.83 exceeds the estimated cost of $15,138.35 by $4,090.48 or 27.02%. Douglas Electric Cooperative, in a letter dated April 3, 1985, has provided an explanation of the cause for overrunning the estimated cost. A copy of the letter is attached.

Douglas Electric Cooperative has accomplished the work required to accommodate our highway construction, as requested, and is entitled to full reimbursement.

Your approval of federal participation in the final relocation cost of $19,228.83 is requested.

JMC:jr
attachments

cc: ✓E. S. Hunter
Jack M. Cartwright
Rose Wickham

Form 734-3122

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 3
P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE 440-3399

September 27, 1985

In Reply Refer to
File No.:

To: Board of Commissioners, Coos and Douglas Counties
Mayors: Roseburg, Sutherlin, Winston, Myrtle Point, Coquille, North Bend, Coos Bay, Reedsport
Chambers of Commerce: Coquille, Coos Bay, North Bend, Reedsport, Myrtle Point, Roseburg
Senators Kitzhaber and Bradbury
State Reps. Anderson, Markham, Whitty and Schroeder

The State Highway Division is pleased to announce the completion of the Mystic Creek-Camas Valley Section of the Coos Bay-Roseburg Highway. In order to celebrate this event and give recognition to those instrumental in keeping this project on target, we will have an official dedication on October 5, 1985.

The dedication will involve a formal ribbon-cutting ceremony with the help of Miss Douglas County and possibly Miss Oregon. It will take place at the westerly end of the project near M.P. 51 on Highway 42 approximately 6 miles east of the Douglas County line. Parking is available in a staging area at that location. The ceremony will start at 1:00 p.m. with a formal ribbon-cutting ceremony by 1:30 p.m.

You are cordially invited to come and join with the Highway Division and the East-West Highway Committee in taking note of this special occasion.

Cordially,

JAMES J. GIX
Region Engineer

jjg/cw

bc L. W. Rulien ✓
W. E. Schwartz
Jim Bottom
Larry Lindley
Marty Havig
East-West Hwy. Comm., c/o Andy Nasburg
Bud Shirley

RECEIVED
STATE HWY ENGR
OCT 2 '85
REFER TO
F
Info | Inves | R/D | [illegible] | [illegible] | Act | File

Form 734-1829

1635

r

STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO
DES 16

TO: Larry D. Lindley
Project Manager

DATE: September 18, 1985

FROM: ORIGINAL SIGNED BY
RICHARD KUEHN
Richard A. Kuehn, P.E.
Final Design Engineer

SUBJECT:
Permanent Signing Shop Drawings
Mystic Creek-Camas Valley
Coos Bay-Roseburg Highway
Douglas County
Contract No. 9633

Attached are three sets of Type "U" sign shop drawings for use on the subject project. The drawings are approved as noted.

Please retain one set of the drawings for your use in field inspection, forward one set to Don Wackerbarth's office for use in shop inspection and forward one set to Traffic Safety Supply Company for sign fabrication.

RAK:AA:ja

Attachments

cc C. O. Fredrickson
J. J. Gix
Andy Anderson

RECEIVED
SEP 23
ROAD DESIGN SECTION

RDE
FDE
LE
SE
FPO
PDE
LFE
GTE

Copy A
Return To
B/U ..../..../....

September 18, 1985

CON

Roland A. Johnson
Geddes, Walton, Nilsen, Walker
& Johnson, P.C.
P.O. Box 1265
Roseburg, Oregon 97470-0312

Thank you for sending us a copy of your letter to Ross Bros. Construction, Inc., which stated the concerns of Mr. and Mrs. Standley over the condition of a rock stockpile site near the Mystic Creek-Camas Valley Highway project. Mr. Larry Lindley, our Project Manager in Roseburg, has written a letter to Ross Bros. to inquire how they plan to solve this problem.

Our past experience with Ross Bros. has been positive and I feel the problem will be resolved amicably.

W. E. Schwartz
Assistant State Highway Engineer
for Operations

WJQ:cjb sl

bc Larry Rulien
J. J. Gix
W. J. Quinn

GEDDES, WALTON, NILSEN, WALKER & JOHNSON, P.C.
Lawyers

Paul E. Geddes
Dudley C. Walton
Peter Nilsen
Neal Walker
Roland A. Johnson

Mailing Address:
P.O. Box 1265
Roseburg, Oregon 97470-0312
(503) 673-4451

Office:
435 S.E. Kane
Roseburg, Oregon

CERTIFIED MAIL - RETURN RECEIPT REQUESTED

September 4, 1985

NOTED
E. S. HUNTER
9-6-85 ✓ Pat - Als follow up & Reply
ESH.

RECEIVED
STATE HWY ENGR
SEP - 5 '85
REFER TO Gix
FOR

Info	Inves	R/D	D/R	Sign	Act	File
✓		✓				

cy - Schwait
Fredrickson
Gix 9/9
9-5 dis 9/9

Highway Div. position

Ross Bros. Construction, Inc.
Ray K. Ross, Registered Agent
3501 Brooklake Road, N. E.
Salem, OR 97303

Elting Incorporated
John E. Joy, Registered Agent
780 82nd Drive
Gladstone, OR 97027

Re: Rock Stockpile Contract

Gentlemen:

I have been retained by Mr. and Mrs. Victor Standley of Camas Valley in connection with the Rock Stockpile Contract entered into between the Standleys and your companies on July 8, 1984, and the State Highway Department Contract for the reconstruction of Oregon Highway No. 42 in the Camas Valley area.

You are in default of the Contract in that the access road referred to in paragraph 3.(b) of the Contract has not been completed and the existing driveways in front of the Standleys' shop have not been rerocked. Mr. Standley also feels that you are in violation of the spirit of the Contract, if not the letter, in that large boulders (not aggregate) and miscellaneous construction debris (iron and boards) have been left on the Standleys' property. In addition, your employees destroyed portions of the Standleys' wire fence.

Mr. Standley has been patient with your foremen over the last year and has received numerous assurances that these problems would be corrected. His last conversation was with a foreman by the name of John, of Elting Incorporated, approximately two weeks ago.

Page Two
Ross Bros. Construction, Inc.
Elting Incorporated
Re: Rock Stockpile Contract
September 4, 1985

I suggest and invite that you undertake to complete immediately your obligations to the Standleys under this Contract so that no further intervention by lawyers becomes necessary.

Very truly yours,

Roland A. Johnson

RAJ/tjn
cc: Victor M. Standley
P. O. Box 161
Camas Valley, OR 97416

State of Oregon - Highway Division
Dept. of Transportation
Salem, OR

State of Oregon - Commerce Dept.
Builders Board
Labor & Industries Bldg.
Salem, OR

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
CON 4-1

RECEIVED
STAT. HWY ENGR
DEC 26 '84
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

NOTED
W. E. SCHWARTZ

DATE: December 24, 1984

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

ATTN: Herb Schell

[illegible]
9737

C. D. Fredrickson
FROM: Gerald Wimer
for Construction Operations Engineer

SUBJECT: PCC Bridge Deck Quality Study

Michael Garner sent you direct a copy of his December 13 letter and attachments. A copy of Ron Busey's December 21 report is attached.

We consider your report should state:

182-1(3)00 Columbia R.-Umatilla R. Section

Element	Comments	Mean	Standard Deviation	Quality Level
Air Content	Per your data (PYD)	5.6	0.0	100.0
Slump	PYD except there is no lower limit	3.42	0.38	100.0
W/C Ratio	#3=0.41, #4=0.40 #5=0.38 & #9=0.39	0.40	0.01	63.0
Strength	We used all 3 projects to determine 4150 psi as the allowable lower limit. ASCI allows 10%. A copy of our support data is attached.*	4525	365	85.0
Rebar Cover	We treated cover the same way as strength and determined the overall 85 percent compliance as 5/8 + inches.	2.53	.30	100.0

*(Cylinders from load 9 identified lightweight materials problem. We are accelerating our lightweight testing. The specified 4500 psi "Design Strength" should be adjusted to our historically allowed 15% out of specification.)

Form 734-3122

F-14(17) Mystic Creek-Camas Valley Section, Bridge 16410

Element	Comments	Mean	Standard Deviation	Quality Level
Air Content	PYD	4.52	0.41	100.0
Slump	PYD except there is no lower limit.	3.68	0.77	98.0
W/C Ratio	PYD	0.44	0.01	0.0
Strength	PYD except we lowered the lower limit to 4150 psi per the above.	4805	235	100.0
Rebar Cover	PYD except we adjusted the limits to 5/8+ inches per the above.	2.64	0.31	100.0

F-14(17 Mystic Creek - Camas Valley Section, Bridge 16606

Element	Comments	Mean	Standard Deviation	Quality Level
Air Content	PYD	3.7	0.53	31.0
Slump	PYD except there is no lower limit	4.75	1.19	57.0
W/C Ratio	PYD	0.45	0.0	0.0
Strength	PYD the strength on this structure 100% met the 4500 psi Design Strength before lowering the limit to 4150 psi per the above.	5258	223	100.0
Rebar Cover	PYD except we adjusted the limits to 5/8+ inches per the above.	2.62	0.19	100.0

We are proceeding with Price Agreements to modify the slump where appropriate. We also, as noted above, arrived at 85 percent acceptance levels for the sum total of the reviewed data on these three projects to establish acceptance levels on strength and rebar cover with the determined values then applicable to all three structures.

It should be noted that on the F-14(17) project, the consultant's mix designs called for w/c ratios of 0.43 and 0.45. Even with these higher values and some high slump strengths were 100 percent acceptable.

If we can be of further assistance per this review, please advise.

GW:mk

Attach.

cc: W. E. Schwartz
Jack Sullivan
Jim Gix

Ron Busey - TAA
Mike Gardner - TAA
Walt Hart

12241M

ROSS BROS. CONSTRUCTION, INC.

RECEIVED
STATE HWY ENGR
NOV 13 '84
REFER TO
FOR
Info Inves R/D D/R Sign Act File

November 12, 1984

NOTED
W. E. SCHWARTZ

Oregon Department of Transportation
P. O. Box 1128
Roseburg, Oregon 97470

Re: Mystic Creek - Camas Valley
Contract 9633
Suspension of Work

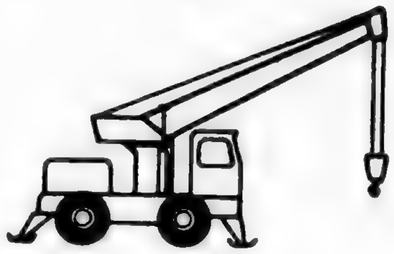
Gentlemen:

Ross Bros. Construction, Inc. hereby requests that the Oregon Department of Transportation, Highway Division, and the Division's Engineer, immediately suspend all work on the above referenced contract for the reason that weather conditions are totally unsuitable for the performance of the remaining work. Suspension of work due to unsuitable weather is specifically contemplated and allowed by Section 108.07 of the standard specifications of the contract between Ross Bros. Construction and Oregon Department of Transportation.

The contract anticipates a construction period of 550 calendar days. As a result of adjustments which Oregon Department of Transportation has previously made to the contract time for performance, such time presently expires after 47 more calendar days as of this date.

It is Ross Bros.' position that, but for the unsuitable weather conditions, the remaining contract work could be completed within the contract time for performance.

Therefore, Ross Bros. requests that the running of the contract time for performance be suspended until such time as the weather conditions are suitable for the completion of the remaining work. When work is resumed, Ross Bros. should be allowed the same contract time for the completion as is presently available. In no event shall Ross Bros. accept any responsibility for liquidated damages as a result of the requested suspension of the work or the engineer's failure to issue such a suspension.



GENERAL CONTRACTOR
3501 BROOKLAKE ROAD N.
SALEM, OREGON 97303
393-5885
EQUAL EMPLOYMENT OPPORTUNITY EMPLOYER

We appreciate your immediate attention to this matter.

Yours very truly,

ROSS BROS. CONSTRUCTION, INC.

Larry J. Carter

Larry J. Carter
Project Manager

LJC:bf

cc: Oregon State Highway Division, Salem, Oregon
Kobin & Meyer

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

October 9, 1984

In Reply Refer to
File No

CON 5

Service Steel Erection
P. O. Box 37
Keno, OR 97627

Attn: Bob Ellis

Enclosed per your recent request to Mr. Chris Wright of the Governor's Office are prints of the most recent contract payment vouchers for contracts numbered 9621 and 9633.

As I explained to you on the telephone, distribution of these documents to subcontractors on a regular basis is not included in the State's normal operation. Furnishing of them to individuals on a regular basis by request such as yours is an inordinate disruption of the normal operation of the Accounting Section and an unjustifiable expense.

The prime contractor on each project receives these documents as a matter of course and should be able to accommodate your request.

The information on the voucher is derived from data furnished from the field by the Project Managers on each project. A phone call to those offices might get you the information you need on individual bid items in order to verify your records.

Sincerely,

C. O. Fredrickson, P.E.
Construction Engineer

By

H. H. Patterson, P.E.
Construction Office Manager

HHP:mk

Encl.

bc: H. S. Coulter ✓
Jan Peterson

10091M

10-9
cy Chris Wright
per yr request. —

NOTED
H. S. COULTER

RECEIVED
STATE HWY ENGR
OCT 9'84
REFER TO
FOR
Info | [illegible] | R/D | D/R | Sign | Act | File

AGC-OPERATING ENGINEERS TRUST FUNDS
ADMINISTERED BY: ASSOCIATED ADMINISTRATORS, INC.
GARY HARRISON, ADMINISTRATOR

September 11, 1984

Ross Brothers Construction, Inc.
3501 Brooklake Road N
Salem,OR 97303

Re: Project: OSHD #9633 - Mystic Creek, Camas Valley
Section of the Coos Bay - Roseburg
Douglas County, Oregon
Prime: Ross Brothers Construction, Inc.
Sub: Elting, Inc.
Surety: Safeco Insurance Co. of America
Bond No: 4370245

Gentlemen:

Please be advised that Elting, Inc has submitted all delinquent contributions due the AGC - Operating Engineers Trust Funds for work performed on the above project.

We are hereby withdrawing our claim in this matter.

If a delinquency re-occurres, we will so notify you.

Very truly yours,

OPERATING ENGINEERS TRUST FUNDS

Barbara J. Winchester
Delinquency Coordinator

BJW:dll

cc: Elting, Inc.
Safeco Insurance Co. of America
Department of Transportation ✓
Secretary of State
Delinquency Committee

RECEIVED
SEP 12 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

no resp - as claim not filed as needed and fw

I.U.O.E. Local 701

AGC - INTERNATIONAL UNION OF OPERATING ENGINEERS LOCAL 701
HEALTH & WELFARE FUND, PENSION TRUST FUND AND VACATION FUND

Employer Trustees
W. RAY ROGERS, *Chairman*
LLOYD BABLER, JR.
ARTHUR WEEKS
RICHARD T. ROBERTSON

Union Trustees
DEAN WEAR, *Secretary*
CHARLES MARLIN
CHARLES WALLING
FRANCIS WICKLANDER

AGC Oregon-Columbia Chapter

2929 N.W. 31st AVE. • SUITE B210 • PORTLAND, OR 97210 • (503) 223-3185 • MAIL ADDRESS: P.O. BOX 4668, PORTLAND, OR 97208

AGC-OPERATING ENGINEERS TRUST FUNDS
ADMINISTERED BY: ASSOCIATED ADMINISTRATORS, INC.
GARY HARRISON, ADMINISTRATOR

CERTIFIED MAIL RRR#P 428 971 988

July 26, 1984

Ross Bros. Construction, Inc.
3501 Brooklake Rd North
Salem,OR 97303

Re: Project: OSHD #9633-Mystic Creek, Camas Valley
Section of the Coos Bay-Roseburg Hwy,
Douglas County,Oregon
Prime: Ross Bros Construction, Inc.
Sub: Elting, Inc.
Surety: Safeco Insurance Co. of America
Bond No: 4370245

Gentlemen:

Please be advised that Elting, Inc. is delinquent in payment of fringe benefit contributions to the AGC-Operating Engineers Trust Funds for work performed on the above project.

We are hereby making claim against the bond and retainage.

We will notify you of the amount due after we have examined the certified payrolls.

Please advise when Elting, Inc. has completed the work on this project.

Very truly yours,

OPERATING ENGINEERS TRUST FUNDS

RECEIVED
JUL 27 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Barbara J. Winchester
Delinquency Coordinator

BJW:dll
cc: Delinquency Committee
Elting, Inc #428 971 989
Safeco Ins. Co. of America #428 971 990
Oregon Department of Transportation #428 971 991 ✓
Oregon Secretary of State # 428 971 992

AGC · INTERNATIONAL UNION OF OPERATING ENGINEERS LOCAL 701
HEALTH & WELFARE FUND, PENSION TRUST FUND AND VACATION FUND

Employer Trustees
W. RAY ROGERS, *Chairman*
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A. J. CASTELBOUNO
RICHARD T. ROBERTSON

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CHARLES WALLING
FRANCIS WICKLANDER

I.U.O.E.
Local 701

AGC
Oregon-Columbia
Chapter

1208 S.W. 13th AVE. • SUITE B210 • PORTLAND, OR 97205 • (503) 223-3185 • MAILING ADDRESS: P.O. BOX 4668, PORTLAND, OR 97208

SC

U. S. DEPARTMENT OF TRANSPORT CN
FEDERAL HIGHWAY ADMINIST ION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-14(11)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Douglas

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 20043

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 7-23-84

8. FEDERAL ROUTE NUMBER Primary 14

9. STATE ROUTE NUMBER Primary 35

10. GENERAL LOCATION
Mystic Creek - Camas Valley Section

11. GENERAL DESCRIPTION OF WORK
Right-of-Way

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☒ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Potter's letter of 8-16-84 this will confirm the advance approval date of 7-23-84 to proceed with the acquisition of File No. 54052 as shown on R/W Map 9B-16-16 at a TEC of $2,000 - F.F. $1,763 contingent upon modification of Project Agreement if additional funds are required.

Federal participation is limited to that right-of-way actually incorporated in the final location of the subject project.

RECEIVED
STATE HWY ENGR
SEP 6 '84
REFER TO
Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

14. DATE 8/29/84

15. SIGNATURE OF APPROVING OFFICIAL John D Wickman

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

1/83

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION

In Reply Refer to
File No.:

August 16, 1984

PRO 6-2

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

Wayne Holm

FROM: for Gary A. Potter, Manager
Program Section

SUBJECT: Project No. F-14(11)
Mystic Cr.-Camas Valley Section
Coos Bay-Roseburg Highway
Douglas County
File 54052

I request confirmation of verbal authorization as of July 23, 1984 to proceed with acquisition of subject file. This file is outlined in red on the attached print of map 9B-16-16.

The estimated total cost of this easement is estimated at $2,000.00 with Federal funds of $1,763.00, and does not require a relocation or moving allowance.

RDS:pf
Attachment

cc: J. B. Boyd
Don Aman
General Files —

734-1839

PRO 6

STATE OF OREGON

INTEROFFICE MEMO

TO: Gary Potter, Manager
Program Section

DATE: August 10, 1984

Donald C Aman

FROM: Don Aman
Condemnation/Federal-Aid Coordinator

SUBJECT: Mystic Cr.-Camas Valley Unit of
the Mystic Cr.-Muns Cr. Section
Coos Bay-Roseburg Highway
Douglas County
Project #F-14(11)

We have received one additional file on the above project. The acquisition of this right-of-way is estimated at $2,000.00 and does not require a relocation or moving allowance.

Please request confirmation of the verbal authorization of July 23, 1984 to proceed with the acquisition of this right-of-way with the Federal Highway Administration.

The above estimate covers file 54052 as shown on map 9B-16-16.

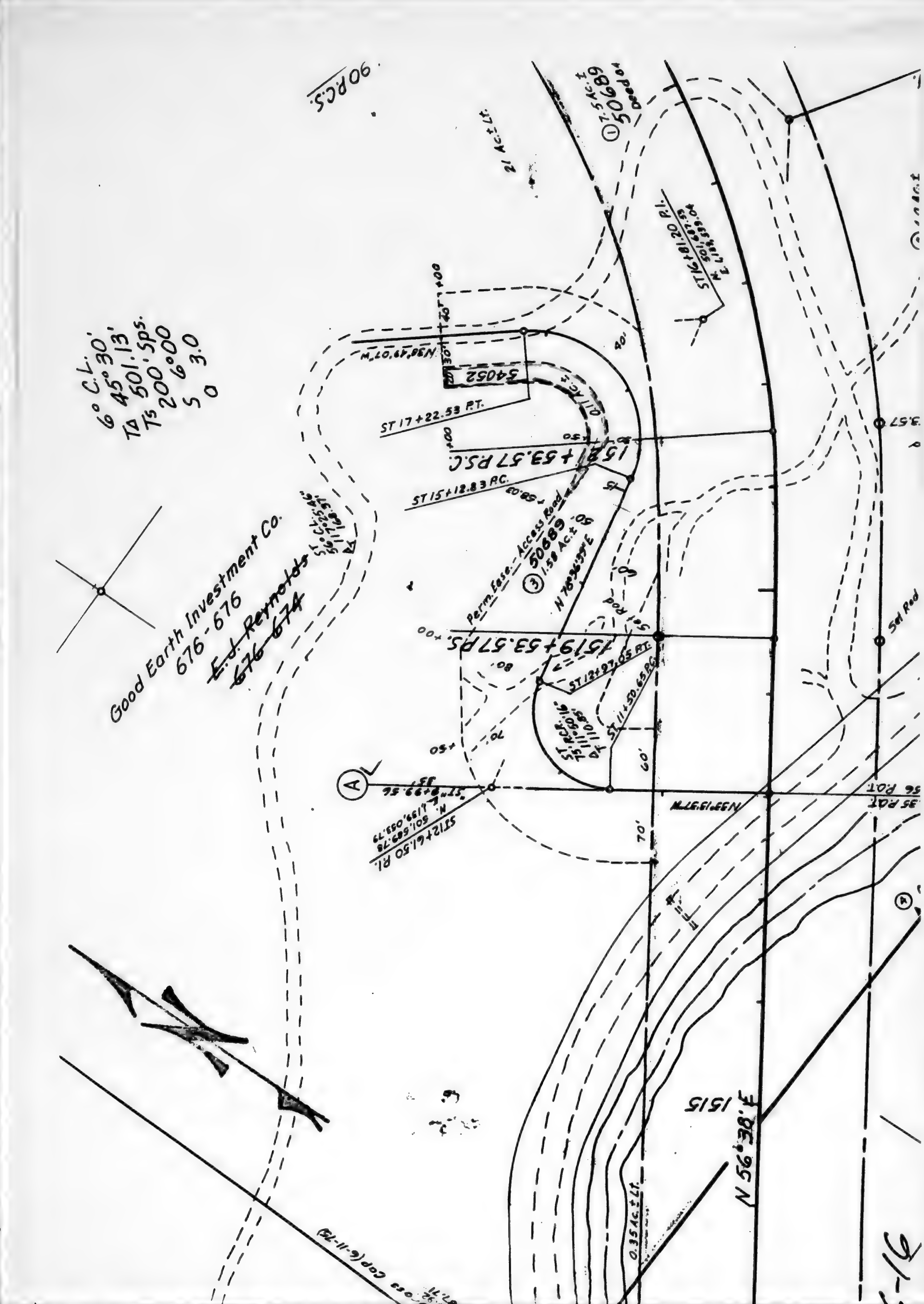
DA:jh
attach.

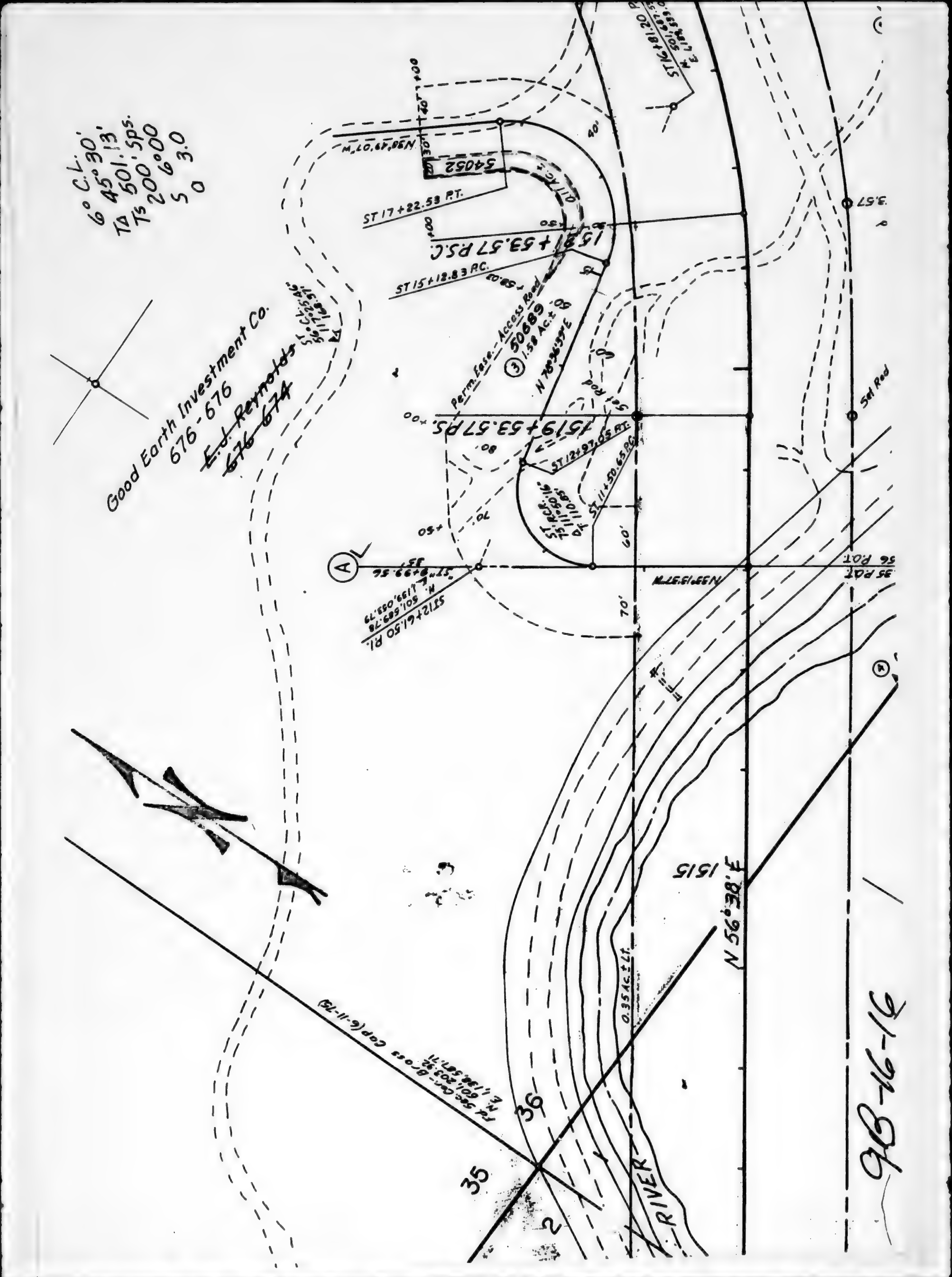
PROGRAM SECTION
AUG 13 '84

Manager	
Resource Unit	
Project Unit	
Program Unit	

REFER TO
Circle one R/D D/2
Act Disp Info File

Contains Recycled Materials


90 R.C.S.
① 7.5 Ac.± Lt.
50689
Deed on
21 Ac.± Lt.
STA 16+81.20 P.I.
N. 501,687.73
E. 1,139,335.04
6° C.L.
Δ 45°30'
T 501.13'
Ts 200' Sps.
200°00
6°00
S 3.0
O
N 39°47'07"W
30'
20'
34052
0.11 Ac.±
40'
ST 17+22.53 P.T.
+00
1521+53.57 P.S.C.
ST 15+12.83 P.C.
+50
Perm. Ease. - Access Road
50689
③ 1.58 Ac.±
N 78°36'39"E
Set Rod
Good Earth Investment Co.
676-676
~~E.J. Reynolds~~
~~676-674~~
St. C.L. 16+05.81 Δ 16°25'51"
1519+53.57 P.S.
ST 12+97.05 P.T.
ST 11+50.63 P.C.
St. R.C. 10+80.16 T 5'
Δ 11°10'
80'
70'
60'
A
ST 12+61.50 P.I.
N. 501,689.78
E. 1,139,053.79
N 33°13'19"W
35 P.O.T.
56 P.O.T.
70'
Set Rod
1515
N 56°38'E
0.35 Ac.± Lt.
S 87°... Cop (6-11-73)
⑦
16



6° C.V. 30'
6° 45° 13'
TΔ 501.5ps.
Ts 200 6°00
5 3.0
5 0
Good Earth Investment Co.
676-676
~~E.J. Reynolds~~
~~676-674~~
ST 17+22.53 P.T.
34052
N 30°47'07"W
30'
20'
40'
1581+53.57 P.S.C.
ST 15+12.83 P.C.
Perm. Ease.- Access Road
③ 50689
1.58 Ac.±
N 78°36'57"E
110 Ac.
1519+53.57 P.S.
ST 12+97.05 P.T.
ST 11+50.65 P.C.
Set Rod
80'
60'
70'
A
ST 12+61.50 Rt.
N. 501,569.78
E. 1,199,053.79
N 33°13'37"W
35 R.O.T.
56 R.O.T.
ST 16+81.20 P.T.
N. 501,687.5
E. 1,199,339.0
3.57
Set Rod
④
1515
N 56° 38' E
0.35 Ac.± Lt.
RIVER
Fd. Sec. Cor. Brass Cap (6-11-75)
N. 501,203.92
E. 1,138,587.11
35
36
2
9B-16-16

ROAD DESIGN SECTION 378-6558 ROW 3-1

J. B. Boyd, Manager
Right of Way Section

July 31, 1984

J. H. Versteeg
Road Design Engineer

File 54052
Mystic Creek-Camas Valley Unit
Mystic Creek-Muns Creek Section
Coos Bay-Roseburg Highway
Douglas County

Attached is a description (1 file), an authorization and right of way prints covering additional right of way required for the subject project.

By: ORIGINAL SIGNED BY
G. F. STRAWN

George F. Strawn
R/W Descriptions Supervisor

GFS:rlr
Attachments

9633

9622

July 2, 1984

Oregon Portland Cement
111 S. E. Madison
Portland, OR 97214

Re: Invoice No.013468
Mystic Creek/Camas
Valley

Gentlemen:

Enclosed please find our check in the amount of $2,473.89 in full payment of the above mentioned invoice.

Please advise the Department of Transportation that your claim of June 29, 1984 has been satisfied.

Thank you.

Very truly yours,

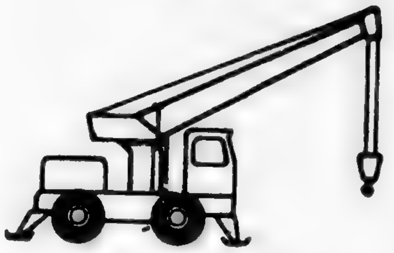
ROSS BROS CONSTRUCTION INC.

Steven M. Ross
Vice Presidnet

SMR:LB
enc.
cc: K L & K Associates
Dept of Transportation

NOTED ON CARD
7-11-84 kjm

ROSS BROS. CONSTRUCTION, INC.



GENERAL CONTRACTOR

3501 BROOKLAKE ROAD N.
SALEM, OREGON 97303
393-5885

EQUAL EMPLOYMENT OPPORTUNITY EMPLOYER

RECEIVED
JUL 6 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CL 84-117

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
[illegible] 1984
NORMA PAULUS
SECRETARY OF STATE

June 29, 1984

IN REPLY REFER TO
FILE NO.:
CON 5
#9633

Miller, Nash, Wiener, Hager & Carlsen
Attorneys and Counselors at Law
111 S.W. Fifth Avenue
Portland, OR 97204-3699

Attention: Dennis P. Rawlinson

Gentlemen:

This will acknowledge your letter dated June 18, 1984, with attached Notice of Claim on behalf of Oregon Portland Cement Company concerning the following Highway Division contract:

FILED BY:	Oregon Portland Cement Company
AMOUNT:	$2,473.89, plus finance charges
FOR:	Materials
AGAINST (Prime contractor):	Ross Bros. Construction, Inc.
CONTRACT NO.:	9633
PROJECT:	Mystic Creek-Camas Valley Section Coos Bay-Roseburg Highway Douglas County
SURETY:	Safeco Insurance Co. of America
AGENT:	KL & K Associates, Inc.

We will advise the surety and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your client's claim has been paid.

As requested, we are attaching your ~~postcard.~~

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
JUL 6 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED [illegible]
7-5-84 kjm

Att.

cc: Safeco Insurance Co. of America
4101 S.W. Kruse Way
Lake Oswego, OR 97034

Ross Bros. Construction, Inc.
3501 Brooklake Rd., N.
Salem, OR 97303

bc: ✓Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

731-0188

MILLER, NASH, WIENER, HAGER & CARLSEN
ATTORNEYS AND COUNSELORS AT LAW
111 S. W. FIFTH AVENUE
PORTLAND, OREGON 97204-3699

ROBERT S. MILLER
FRANK E. NASH
NORMAN J. WIENER
ORVAL O. HAGER
CLIFFORD N. CARLSEN, JR.
JOHN W. HILL
CURTIS W. CUTSFORTH
MAURICE O. GEORGES
MARK C. MCCLANAHAN
DONALD R. HOLMAN
KENNETH W. HERGENHAN
WILLIAM B. CROW
HARVEY C. BARRAGAR
GERALD A. FROEBE
CONRAD L. MOORE
DEAN D. DECHAINE
R. ALAN WIGHT
DAVID W. MORTHLAND
DOUGLAS M. RAGEN

J. FRANKLIN CABLE
RICHARD A. EDWARDS
DAVID M. MUNRO
JOHN R. BAKKENSEN
LOUIS B. LIVINGSTON
G. TODD NORVELL
PETER C. RICHTER
DONALD A. BURNS
RICHARD A. CANADAY
RICHARD A. CANTLIN
M. CHRISTIE HELMER
GRAHAM M. HICKS
DAVID C. CULPEPPER
JAMES N. WESTWOOD
J. BARRETT MARKS
DENNIS P. RAWLINSON
DONNA M. CAMERON
JOHN J. DEMOTT
BRUCE A. RUBIN

TELEPHONE (503) 224-5858

TELEX 364462 KINGMAR PTL

COUNSEL
JOHN W. OSBURN

OF COUNSEL
GRANT T. ANDERSON
FREDRIC A. YERKE

THOMAS C. SAND
MICHAEL E. ARTHUR
JOHN A. LUSKY
STEVEN O. ROSEN
EVERETT R. MORELAND
JOHN F. NEUPERT
MARY ANN FRANTZ
DONALD P. BOURGEOIS
BRIAN B. DOHERTY
KEVIN D. PADRICK
JEFFREY J. DRUCKMAN
JANETTE M. AALBREGTSE
JEFFREY C. THEDE
JOHN F. PURCELL
RECE BLY
DAVID W. BROWN
JEFFREY B. MILLNER
D. CRAIG MIKKELSEN

P. CONOVER MICKIEWICZ
JONATHON L. GOODLING
DAVID W. HERCHER
LOUIS G. HENRY
VALERIE VETTERICK
KURT A. KRIEGER
JAMES F. DULCICH
WILLIAM H. WALTERS
MARK A. ANDERSON
MELINDA S. EDEN
PAUL A. PAVLICH
GREGORY A. CHAIMOV
MARGARET FIORINO
LINDA L. MARSHALL
W. WELLS TALMADGE
JEFFREY D. AUSTIN
ERICH W. MERRILL, JR.
REBECCA S. WILSON

June 18, 1984

Oregon Secretary of State
Public Records
Notice of Claim Division
141 State Capitol Building
Salem, Oregon 97310

Mr. Robert W. Gormsen
Commission Services
Department of Transportation
Oregon State Highway Division
121 Transportation Building
Salem, Oregon 97310

Subject: Oregon Portland Cement Company's Notice of Claim against Ross Bros. Construction, Inc.

Gentlemen:

Pursuant to ORS 279.526 and 279.528, enclosed for filing is Oregon Portland Cement Company's ("OPCC") notice of claim against Ross Bros. Construction, Inc. ("Ross").

OPCC supplied cement for the prosecution of the work provided for in a contract between Ross, as general contractor, and the Department of Transportation, as owner, for contract No. 9633 on the Mystic Creek-Camas Valley Section of Highway 42 (the "project"). The cement supplied by OPCC was requested by Ross.

We are hoping that OPCC will be paid by Ross, however, thus far, Ross has failed to honor OPCC's statements for the cement supplied to the project site. As you know, a person who has not been paid for materials supplied to a public job site has a right of action on the general contractor's bond for the amount owed.

In the present case, Ross obtained a statutory performance bond for Safeco Insurance Company of America on a bond No. 4370245 (the "bond") to ensure payment for all materials supplied to the project site. Please file the enclosed notice of claim with your clerk or auditor, as is appropriate, so that OPCC may preserve its rights against the bond.

Please note the date the notice of claim is filed on the enclosed postcard and return it to me. If you have any questions, please call.

Very truly yours,

OREGON PORTLAND CEMENT COMPANY

By: Dennis P. Rawlinson
Dennis P. Rawlinson

Of Miller, Nash, Wiener, Hager
& Carlsen
Attorneys for Oregon Portland
Cement Company

cc: Mr. Ray K. Ross
Mr. P. Michael Whiteley

RECEIVED
JUN 19 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTICE OF CLAIM

To: Oregon Secretary of State
Public Records
Notice of Claim Division
141 State Capitol Building
Salem, Oregon 97310

Robert W. Gormsen
Commission Services
Department of Transportation
Oregon State Highway Division
121 Transportation Building
Salem, Oregon 97310

Notice is hereby given, pursuant to Section 279.526 of the Oregon Revised Statutes, that the undersigned, Oregon Portland Cement Company, as claimant, has a claim for certain cement supplied in the sum of $2,473.89, together with a finance charge of 1.5 percent per month, accruing from January 31, 1984, until paid, as more specifically set forth on invoice No. 013468, a copy of which is attached hereto, marked Exhibit A, against the bond (Bond No. 4370245) taken from Ross Bros. Construction, Inc., 3501 Brooklake Road, N. E., Salem, Oregon 97303, as principal, and Safeco Insurance Company of America, 4101 S. W. Kruse Way, Lake Oswego, Oregon 97034, as surety, for supplying materials for Oregon Department of Transportation contract No. 9633 on the Mystic Creek-Camas Valley Section of Highway 42, under a contract between Ross

RECEIVED
JUN 19 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Bros. Construction, Inc, as general contractor, and the state of Oregon, by and through the Department of Transporation, as owner.

OREGON PORTLAND CEMENT COMPANY

By: Dennis P. Rawlinson
Dennis P. Rawlinson

Of Miller, Nash, Wiener, Hager & Carlsen
Attorneys for Oregon Portland Cement Company

EXHIBIT A

INVOICE

OREGON PORTLAND CEMENT COMPANY
INCORPORATED
111 S.E. MADISON • PORTLAND, OREGON 97214 • (503) 232-3118

CAUTION: Freshly mixed cement, mortar, concrete, or grout may cause skin injury. Avoid contact with skin where possible and wash exposed skin areas promptly with water. If any cement mixtures get into eyes, rinse immediately and repeatedly with water and get prompt medical attention.
KEEP OUT OF REACH OF CHILDREN

SOLD TO
ROSS BROS CONSTRUCTION COMPANY
3501 BROOKLAKE ROAD NORTH
SALEM OR 97303

SHIP TO
ROSS BROS CONSTRUCTION COMPANY
MYSTIC CREEK-CANAS VALLEY
ODOT #9633
CANAS VALLEY OR

PLEASE RETURN A COPY OF THIS INVOICE WITH YOUR REMITTANCE

CUSTOMER NO	TERMS	REMIT TO	DATE	INVOICE NO
15885-50	CASH DISCOUNT IF PAID BY 10TH	PO BOX 4100-59, PORTLAND OR 97208	1/31/84	013468

BILL DATE	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
1/27	01-00157	0659		K LINES	TYPE I	63,760	31.88	TN	77.60	2,473.89
				31.88 TOTAL TONS		TOTAL INVOICE AMOUNT				2,473.89

A DISCOUNT OF 31.88 WILL BE ALLOWED
IF PAID IN FULL ON OR BEFORE 2/10/84

TERMS: Discount indicated above allowed only if paid on or before the 10th of the following month, provided no bills are past due. Gross amount due

9633
Form. 81-734-3709

1P

OREGON STATE HIGHWAY DIVISION

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name	Mystic Cr - Camas Valley Section	Date	5-2, 1984
Highway	Coos Bay - Roseburg	Contract No.	9633
County	Douglas	Prefix	10-1021
Contractor	Ross Brothers Const, Inc	F. A. Project No.	F-14(17)
Address	3501 Brooklake Rd, No. Salem, Or 97303	Order No.	6 Supplemental

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Provide labor, material and equipment to patch and maintain existing pavement & detours.

Location by station numbers:

Throughout project limits

Estimate of quantities and cost:

Labor:	7,500.00
Equipt:	7,500.00
Materials:	30,000.00
Est Total	45,000.00

Original Order was for 25,000.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")
The existing pavement did not winter very well. Numerous potholes and pavement raveling continues to plague the area. The area is heavily used by logging and chip trucks. The original order is insufficient to maintain the pavement through the summer months.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After final approval of the order, the Salem office will send one copy to the contractor, one to the Regional Engineer and one to the Resident Engineer.

Project authorization $7 440 305.06

Present estimate of project costs, including $45,000 for work under this order $7 266 710.00

Expected under-run ~~over-run~~ amount . . . . $ 173 595.00

Expected under-run ~~over-run~~ per cent 2.0

Space to right of this line is for use of Salem Office

Submitted by: x Ronald V. Busey
Ronald V. Busey
Resident Engineer

Approval Recommended: William J.
Regional Engineer

Approval Recommended:
For: Construction Engineer or Bridge Engineer

Approved
5-14-84
Construction Engineer

SP*79604-734

DS 5-18-84

F

AGC-OPERATING ENGINEERS TRUST FUNDS
ADMINISTERED BY: ASSOCIATED ADMINISTRATORS, INC.
GARY HARRISON, ADMINISTRATOR

April 4, 1984

Ross Bros. Construction, Inc.
3501 Brooklake Road N
Salem, OR 97303

Attn: Larry J. Carter, Project Superintendent

Re: OSHD Contract 9633
Mystic Creek/Camas Valley
Donald J. Bogart dba
Bogart Construction, Co.

Gentlemen:

This will acknowledge receipt of your check in the amount of $276.66 for payment of fringe benefits from Bogart Construction on the above project. This payment represents payment of fringe benefits on the above project through July, 1983 only.

Be advised that we are still making claim for fringe benefits for Operating Engineer hours worked by employees of Bogart Construction on the above project after July, 1983.

On review of additional certified payroll, we wil advise you of the actual amount still due.

Please advise when Bogart Construction has completed their work on this project.

Very truly yours,

OPERATING ENGINEERS TRUST FUNDS

Barbara J. Winchester
Delinquency Coordinator

BJW:dll
cc: Bogart Construction
Safeco Insurance
Department of Transportation

RECEIVED
APR 5 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

[illegible]

Employer Trustees
W. RAY ROGERS, *Chairman*
LLOYD BABLER, JR.
A. J. CASTELBOUNO
RICHARD T. ROBERTSON

Union Trustees
DEAN WEAR, *Secretary*
CHARLES MARLIN
CHARLES WALLING
FRANCIS WICKLANDER

CL 84-18

bc: Secretary of State: Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

FILED
JAN 30 1984
NORMA PAULUS
SECRETARY OF STATE

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

IN REPLY REFER TO
FILE NO.:

CON 5
#9633

January 25, 1984

AGC-Operating Engineers Trust Funds
PO Box 4668
Portland, OR 97208

Attention: Gary Harrison
Secretary-Treasurer

Gentlemen or Ladies:

This will acknowledge the Notice of Claim dated January 16, 1984, and letter addressed to Safeco Insurance Company concerning the following Highway Division contract:

FILED BY: AGC-Operating Engineers Local 701 Trust Funds

AMOUNT: $232.06 plus liquidated damages and interest (As of July 1983 $276.66)

FOR: Fringe benefits due employees of Bogart Const. Co.

AGAINST (Prime contractor) Ross Bros. Construction, Inc.

SUBCONTRACTOR: Bogart Const. Co.

CONTRACT NO.: 9633

PROJECT: Mystic Creek-Camas Valley Section, Coos Bay-Roseburg Highway, Douglas County

SURETY: Safeco Insurance Co. of America

AGENT: KL & K Associates, Inc.

NOTED
Feb 1, 1984

We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when the claim has been paid.

Sincerely,

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

cc: Ross Bros. Construction, Inc.
Safeco Insurance Co. of America

RECEIVED
FEB 1 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

AGC-OPERATING ENGINEERS TRUST FUNDS
ADMINISTERED BY: ASSOCIATED ADMINISTRATORS, INC.
GARY HARRISON, ADMINISTRATOR

CERTIFIED MAIL RRR#P 428 971 671

January 16, 1984

Safeco Insurance Co. of America
4101 SW Kruse Way
Lake Oswego, Oregon 97034

Re: Project: OSHD #9633 - Mystic Creek - Camas Valley
Section of the Coos Bay-Roseburg Highway,
Douglas County, Oregon
General: Ross Bros. Construction, Inc.
Subcontractor: Donald J. Bogart dba Bogart Construction Co.
Surety: Safeco Insurance Company of America
Bond No: 4370245

Gentlemen:

Enclosed you will find a Notice of Claim regarding the above project. Copies of the claim have been mailed to the Secretary of State, Oregon Department of Transportation, Ross Bros. Construction, Inc., and Donald J. Bogart dba Bogart Construction Company.

We have attached a breakdown of delinquent hours for the period through July, 1983.

The amount due through July, 1983 is $276.66. This claim is subject to revision upon receipt of certified payrolls for worked performed since July, 1983.

We would appreciate hearing from you regarding this claim.

Very truly yours,

OPERATING ENGINEERS TRUST FUNDS

Barbara J. Winchester
Delinquency Coordinator
BJW:lkc
Enclosures
cc: Delinquency Committee
Secretary of State, RRR#P428971672
Department of Transportation, RRR#428971673
Ross Bros. Construction, Inc., RRR#P428971674
Bogart Construction Co. RRR#P428971675

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COMMISSION SERVICES
IT OF TRANSPORTATION

I.U.O.E.
Local 701

AGC - INTERNATIONAL UNION OF OPERATING ENGINEERS LOCAL 701
HEALTH & WELFARE FUND, PENSION TRUST FUND AND VACATION FUND

Employer Trustees
W. RAY ROGERS, *Chairman*
FRANK HASTIE, *Vice Chairman*
LLOYD BABLER, JR.
RICHARD T. ROBERTSON

Union Trustees
DEAN WEAR, *Secretary*
JIM RIDDERBUSCH, *Vice Secretary*
FRANCIS WICKLANDER
CHARLES WALLING

AGC
Oregon-Columbia
Chapter

CERTIFIED MAIL

RETURN RECEIPT REQUESTED

# P 428 971 673

NOTICE OF CLAIM
ON
PUBLIC WORKS BOND

TO: Department of Transportation
121 Transportation Building
Salem, Oregon 97310

Notice is hereby given that AGC - OPERATING ENGINEERS LOCAL 701 TRUST FUNDS has a claim for fringe benefits due to the employees of DONALD J. BOGART dba BOGART CONSTRUCTION CO., working under the jurisdiction of the INTERNATIONAL UNION OF OPERATING ENGINEERS, LOCAL NO. 701, in the amount of TWO HUNDRED THIRTY TWO and 06/100ths DOLLARS, (232.06) contributions, together with liquidated damages of THIRTY TWO and 85/100ths DOLLARS, ($32.85) and interest at the rate of twelve percent (12%) per annum from date of delinquency until paid, against the bond issued on or about , bond no. 4370245 on which ROSS BROS. CONSTRUCTION, INC., is the principal, STATE OF OREGON, DEPARTMENT OF TRANSPORTATION, HIGHWAY DIVISION, is the owner, and SAFECO INSURANCE COMPANY OF AMERICA, is the surety, for that project known as CONTRACT NO. 9633, MYSTIC CREEK - CAMAS VALLEY SECTION OF THE COOS BAY-ROSEBURG HIGHWAY, Douglas County, Oregon.

DATED: January 16, 1984.

G & B Management Services, Inc.

Gary Harrison

Gary Harrison, Secty/Treas.
Administrator, AGC-Operating
Engineers Local 701 Trust Funds
PO Box 4668
Portland, Oregon 97208

RECEIVED
JAN 19 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

*Subject to revision

OPERATING ENGINEERS EMPLOYERS TRUST FUNDS
SCHEDULE OF UNREPORTED HOURS AND DELINQUENT
AMOUNTS - PER CERTIFIED PAYROLLS

Bogart Construction Co.
#220

Project: OSHD #9633 - Mystic Creek - Camas Valley Section of the Coos Bay-Roseburg Highway, Douglas County, Or.

Prime: Ross Bros. Construction, Inc.

RECEIVED
JAN 19 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

		1983		
		June	July	Total
Bogart, Gerald 544-36-6676		5.5	47.0	52.5
Total Def. Hours		5.5	47.0	52.5
Contributions:				
H & W	@$1.78	$ 9.79	$ 83.66	$ 93.45
Pension	@ 1.47	8.09	69.09	77.18
Training	@ .10	.55	4.70	5.25
CIAF	@ .07	.39	3.29	3.68
Vacation	@ 1.00	5.50	47.00	52.50
Sub Total		$24.32	$207.74	$232.06
Liquidated Damages		7.40	25.45	32.85
*Interest		1.50	10.25	11.75
Total		$33.22	$243.44	$276.66

*Interest was calculated at 12% per annum for each delinquency through January 20, 1984

10-12-83

Form FHWA-137
(7-68)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FIELD TRIP REPORT
(See instructions on reverse)

DATE
10/12/83

TO
Mr. D.E. Wilken, Div. Adm., Salem, OR
THRU: Gary M. Kasza, Director, Office of
GMK Structures

FROM
RGC
Ronald G. Chassie
Regional Geotechnical Engineer

INCLUSIVE DATES
From September 20, 1983 To September 21, 1983

ITINERARY

Portland to Roseburg, Oregon vicinity and return.

PURPOSE

At invitation of ODOT and Oregon Division Office, to participate in the geotechnical field review of State Route 42 projects West of Roseburg.

PRINCIPAL CONTACTS

See attached list on J. H. Versteeg's September 23, 1983 memo. (attachment 1)

ACCOMPLISHMENTS OR RESULTS

I feel the purpose and results of the subject field review were very well summarized by Hal Versteeg, ODOT Road Design Engineer, in his September 23, 1983, memo (copy attached). I only wish to add the following comments on a few additional positive things that I carried away from the field review:

1. I am extremely pleased with the way the degradable shales are being embanked on the ongoing Mystic Creek - Camas Valley project. As a result of severe fill settlement problems being experienced on at least seven locations on the previous Mystic Creek-Slater Creek project due to the degrading shales (which require continual costly maintenance), new fill specifications were developed for use on the present project. These improved specifications require that the degradable shales be embanked as soil rather than rock. The shales are being placed in maximum 12 inch thick lifts and broken down and compacted with a heavy grid roller. After reviewing the results of the embankment test pad completed just prior to the field visit, I am confident the use of this specification is going to prevent the fill settlement problems that occurred on the last project.

   I feel that Tom Szymoniak, one of the State's new geotechnical engineers, along with members of the ODOT HQ bridge and roadway design sections, are to be commended for their efforts in developing the improved fill specifications. After we provided information and example specifications for embanking degradable shales from other States, Szymoniak and others did a very good job developing the fill specs. for this job. In addition, Szymoniak and project engineer Ron Busey are to be commended for strict enforcement of the fill specs. Szymoniak is also doing the grading inspection and testing and is doing a thorough, conscientious job.

   I am confident these efforts will pay off in the form of reduced long term maintenance costs of the present project versus the adjacent Mystic Creek project completed in 1979.

Attachment

(Continued on next page)

Replaces Form PR-13 (R 2-63) which is obsolete.

2. I am encouraged by some of ODOT's recent efforts to upgrade their geotechnical engineering cababilities. This is exemplified by the addition of two new geotechnical engineers (Tom Szymoniak and Jan Six) to their HQ geotechnical group in the last year and a half. I understand these new geotechnical engineers were hired primarily through the efforts of Hal Versteeg, Road Design Engineer. He is to be commended for his efforts and support.

3. There was agreement among those participating in the field review that one of the priority areas for improvement is in the preparation of better geotechnical reports on projects with major geotechnical features. The geotechnical report should be the tool used to communicate the geotechnical recommendations to design and construction. Geotechnical reports should be prepared which concisely summarize the geotechnical investigation, testing, and analyses performed and clearly set forth the geotechnical recommendations with the basis for the recommendations.

4. This type of field review is an excellent way to improve the communication between geotechnical, design, and construction personnel. It also exposes ODOT regional geotechnical personnel to geotech problems and solutions outside their Region, which will help them when they encounter a similar problem in their Region. As mentioned during the field review, I would hope that more such cross-regional field reviews will take place in the future. For example, a similar review of some recent Region 1 and Region 2 major geotech projects (Nehalem Br. So. Approach Fill, Rainier Slide correction, Devil's Punch Bowl Slide correction, Oregon City Bypass Slide corrections, etc.) would be of benefit, in my opinion.

5. In my view, much credit should be given to Hal Versteeg for initiating the subject field review and for his strong support of good geotechnical engineering within ODOT.

1 Versteeg ✓
Anderson
3 Adams
4 Macnab M
Stoudenmeyer
2 Turpin ✓
Trout
Waherlig
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OCT 14 1983
ROAD DESIGN SECTION
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ATTACHMENT 1

STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO
DES 16

TO: MEMO TO THE FILES

DATE: September 23, 1983

FROM: J. H. Versteeg
Road Design Engineer

SUBJECT: Field Trip
Soils-Geology
Region 3

The Soils Group made a field trip to Region 3 on September 20-21, 1983, to discuss soils, soil investigation, geotechnical analysis, slide problems, and slide corrections on the Highway 42 projects.

An in-depth review of three projects was presented by Elliott Parker, Region 3 Geologist; Ron Busey, Project Manager; and J. X. Wilson, Region 3 Construction Engineer. The Mystic Creek-Slater Creek project was finished in 1979; the Mystic Creek-Camas Valley project is currently under construction; and the Camas Valley-Shields Creek is a future project.

Many of the rock cuts on the Mystic Creek-Camas Valley job turned out to be soil. Much of the rocky appearing material slakes very badly and it cannot be used where good rock is required such as rock inlays, rip rap, or at bridge ends. This has created problems on the project where good rock is needed for construction.

No major problems were identified in this field review; however, where soil investigation and analysis were minimal in the cut areas, then the chances of surprise and of increased costs were much higher. It is evident that everyone in the communication chain must perform to assure that soils problems and designs are adequately covered in the contract plans and specifications.

The following people participated in the field review:

Clarence Eshelman, Metro Region Geologist
Hank Schmid, Metro Region Assistant Geologist
Bill Fretwell, Region 2 Geologist
Glen Thommen, Foundations, Bridge
Ron Chassie, Geotechnical, FHWA
Wally Bryant, Area Engineer, FHWA
Glenn Hossner, Operations, FHWA
Elliott Parker, Region 3 Geologist
Jim Bilderback, Region 3 Geology
Tom Szymoniak, Soils Specialist, Location
Ron Busey, Project Manager, Region 3
Marty Havig, Project Manager, Region 3
J. X. Wilson, Region 3 Construction Engineer
Frank Terpin, Location Engineer
J. H. Versteeg, Road Design Section
Jan Six, Geotechnical Group

RECEIVE
SEP 27 [illegible]

81-125-1387

Many soils-related problems and costs on this and similar grading projects can be minimized by:

(1) Adequate on-site drilling, soil sampling, and testing.

(2) Analysis, investigation, and designs by the Regional Geologist.

(3) Careful consideration of soil conditions in route selection by the field Location Engineer.

(4) Review and analysis of the field soils data and designs by the Salem Geotechnical Group.

(5) Slope designs and soils specifications included in the project plans need to be carefully reviewed and approved in the field.

It is hoped that this two-day field trip will improve communications between the different groups interested in and responsible for good soils engineering on highway projects.

JHV:kkr

cc: E. S. Hunter
Walt Hart
Don Adams
Ed Johnsen
All Participants

AGENDA

Region III Geotechnical Field trip

Sept. 20-11, 1983

Sept. 20	8:00 A.M.	Leave laboratory area
	10:30 A.M.	Arrive Roseburg
	11:00 A.M.	Review core samples, Slater Creek-Muns Creek
	11:45 A.M.	Lunch
	1:00 P.M.	Leave for Slater Creek
	2:00 P.M.	Begin review of Slater Cr.-Mystic Creek Preliminary Soils and Geology work and subsequent contract work and continuing stability problems with Elliott Parker.
	4:00 P.M.	Leave for Roseburg
Sept. 21	8:00 A.M.	Leave Roseburg
	9:00 A.M.	Arrive on Mystic Creek-Camas Valley project. Meet Project Manager, Ron Busey for review of contract work.
	11:30 A.M.	Lunch at Camas Valley
	1:00 P.M.	Review of location explorations of the Camas Valley Muns Creek with Elliott Parker.
	2:00 P.M.	Leave for Salem

List of Resources

4 Rolls of Aerial Mosaic, Slater Cr.-Muns Creek
1 Folder, Slater Cr.-Mystic Cr.; location
1 Folder, Slater Cr.-Mystic Cr.; construction & subsequent
1 Folder, Final Est. Slater Cr.-Muns Cr. Project
1 Folder, location and construction Mystic Cr.-Camas Valley
1 Folder, location Camas Valley-Muns Cr. to date

rll

U. S. DEPARTMENT OF TRANSPORT ON
FEDERAL HIGHWAY ADMINIST ION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-14(11)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Douglas

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 20043

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 10/11/83

8. FEDERAL ROUTE NUMBER Primary 14

9. STATE ROUTE NUMBER Primary 35

10. GENERAL LOCATION:
Mystic Creek - Camas Valley Section

11. GENERAL DESCRIPTION OF WORK
Right-of-Way

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☒ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required you are now authorized, as requested by Mr. Swan's letter of 10/4/83, to proceed with the actual acquisition of file number 53655 as shown on R/W map 9B-16-16 at a TEC of $2,000 Federal Funds $1,763.60.

Federal participation is limited to that right-of-way actually incorporated in the final location of the subject project.

RECEIVED
STATE HWY ENGR
OCT 20 '83
REFER TO Potter
FOR
Info Invs R/ D/ Sign Act File

Orig to
10/20

14. DATE 10/11/83

15. SIGNATURE OF APPROVING OFFICIAL John R Wichman

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

1633

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: October 4, 1983

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: D.E. Swan
Project Unit Engineer

Subject: Project No. F-14(11)
Mystic Cr.-Camas Valley Sec.
Coos Bay/Roseburg Highway
Douglas County
(File 53655)

I request authorization to proceed with the actual acquisition of the above listed property on the subject project at an estimated total cost of $2,000. The area to be acquired is as outlined in red on the enclosed sketch map.

No relocation is involved and authorization to proceed as requested will not require an additional obligation in Federal funds at this time.

CL:bkb
Enc.

cc: D. Aman
General Files

Form 734-3122

35 N

STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO
DES 16

TO: J. H. Versteeg
Road Design Engineer

DATE: October 3, 1983

FROM: for Karen K. Rice
Donald L. Trout
Final Project Coordinator

SUBJECT: Mystic Creek-Camas Valley Section
Coos Bay-Roseburg Highway
Douglas County

On September 29, 1983, Merle Anderson, Landscape Unit; Robert Gettis, Final Design Unit; and I visited the above project. We looked over the project with Larry Carson, Project Inspector. The purpose of our visit was to review erosion control measures and preparation of the project for the winter season. Nothing has been done in this respect.

On the way to the project site, we visited with Ron Busey, Project Manager. His plan is to wait until it starts to rain, then prepare an erosion/winterization plan based on the status of the project at that time. He alerted the contractor by letter dated August 26, 1983, to the fact that this work must be done and that an adequate supply of the necessary materials must be on hand.

The Division of State Lands Removal/Fill Permit required the removal of the low water stream crossings by September 15. The contractor requested and was granted an extension until October 15, unless the rains begin sooner.

It is unfortunate that erosion control measures were not started when the grading began. The earthwork is open from one end of the project to the other. Fresh dirt slopes extend down into the water in many instances. Haul road crossings, while constructed of sand in the lower portion, are largely constructed of common dirt material. High fills adjacent to stream areas now make it extremely difficult to construct appropriate sediment barriers.

In light of the above, we recommend the following action:

1) Remove the haul road stream crossings as required by the Division of State Lands Permit.

2) Begin immediately to seed and mulch all fresh dirt slopes, whether they are final or not.

3) Begin immediately to install hay bales and fabric sediment barriers at the base of all slopes adjacent to the streams.

Versteeg ✓
Anderson
Adams
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Trout
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4) Begin immediately to "grade-to-drain" all top dirt surfaces where water must be collected and taken down over fill slopes in slope drains. Slope drain pipes should be installed and inlets reinforced with sandbags, etc.

5) Continue to completion the placement of selected rock inlays at stream crossing areas.

6) Assure that all erosion/winterization features are inspected and maintained continuously throughout the winter.

7) Provide a supply of extra hay bales, stakes, etc. in areas that will be difficult to reach with equipment during the winter.

DLT:kkr

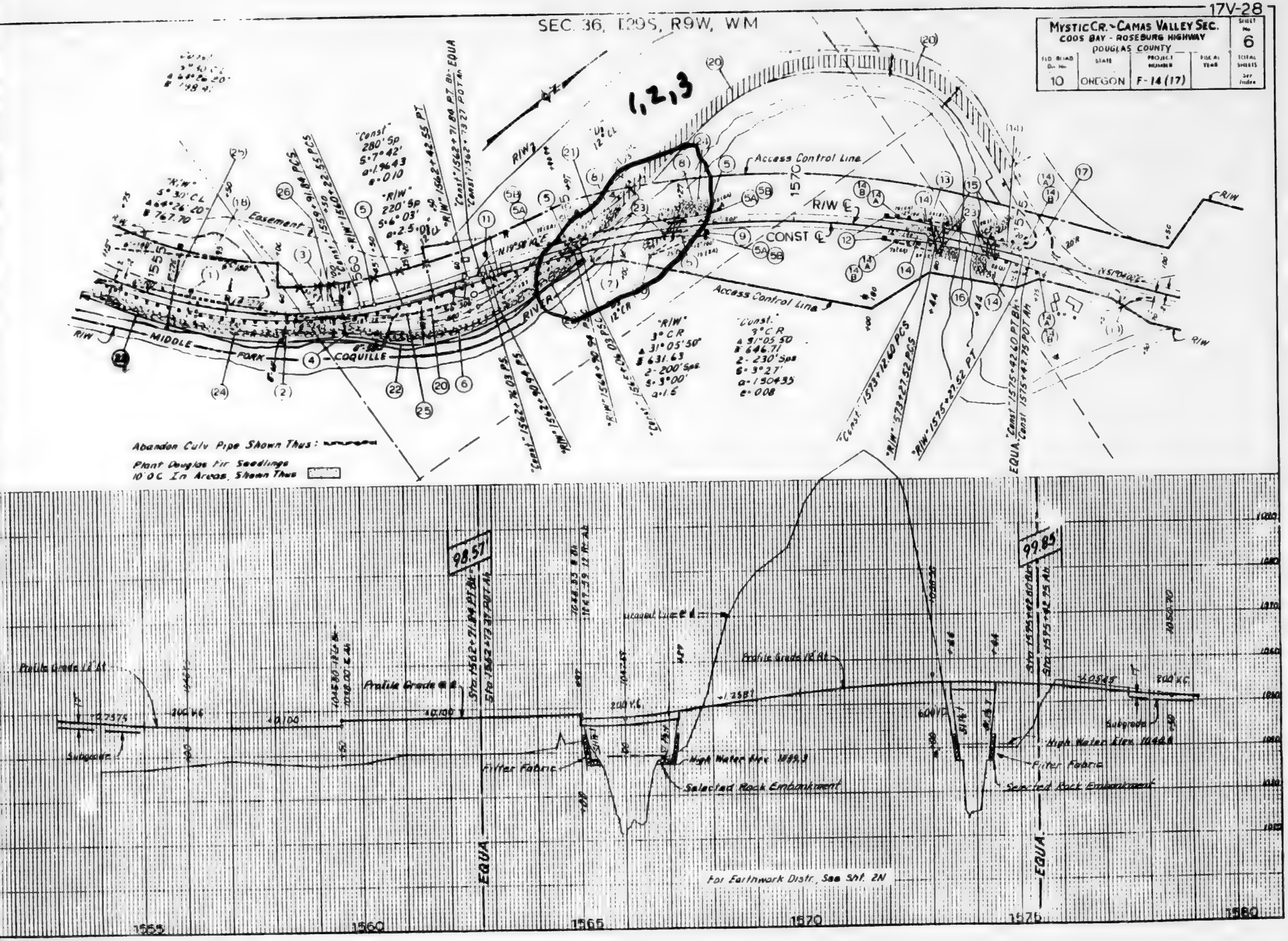
cc: Construction
J. J. Gix
Ron Busey

[illegible] 3 35 N

Pictures taken by Don L. Trout on field trip
September 29 and 30, 1983.

MYSTIC CREEK-CAMAS VALLEY SECTION
COOS BAY-ROSEBURG HIGHWAY
DOUGLAS COUNTY

MYSTIC CR.-CAMAS VALLEY SEC. COOS BAY - ROSEBURG HIGHWAY DOUGLAS COUNTY				Sheet No. 6
Fed. Road Div. No.	State	Project Number	Fiscal Year	Total Sheets
10	OREGON	F-14 (17)		See Index

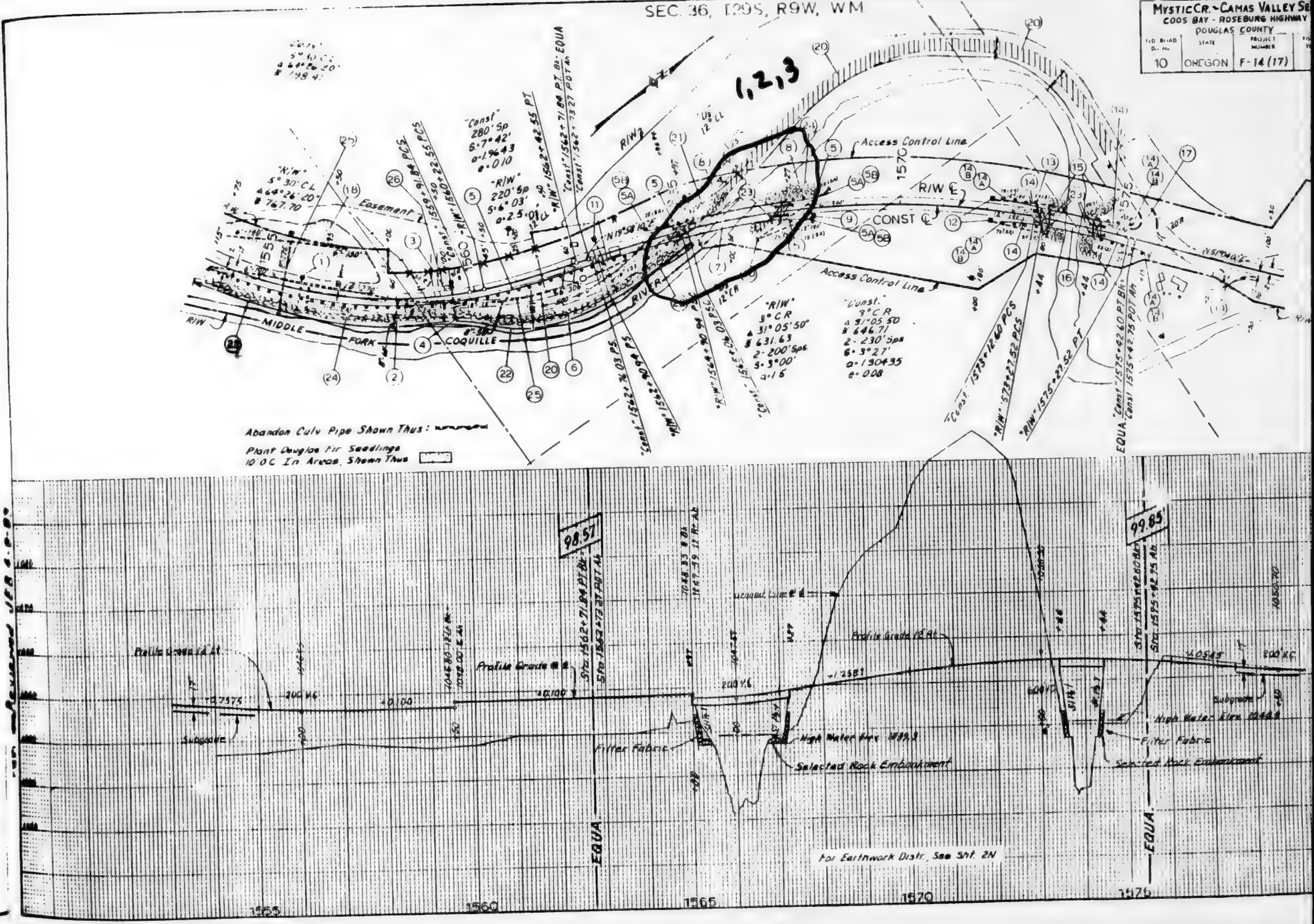

SEC. 36, T29S, R9W, WM
1,2,3
"Const" 5°30' CL Δ 64°26'20" L 748.4
"R/W" 5°30' CL Δ 64°26'20" L 767.70
"Const" 280' Sp S 7°42' a 1.9643 e 0.010
"R/W" 220' Sp S 6°03' a 2.5 e .010
"R/W" 3° CR Δ 31°05'50" L 631.63 2-200' Sps S 3°00' a 1.6
"Const." 3° C R Δ 31°05'50 L 646.71 2-230' Sps S 3°27' a 1.90435 e 0.008
"Const" 1559+91.84 PCS
"R/W" 1560+22.55 PCS
"R/W" 1562+42.55 PT
"Const" 1562+71.84 PT Bk EQUA
"Const" 1562+73.27 POT Ah
"Const" 1562+76.03 PS
"R/W" 1562+90.94 PS
"R/W" 1564+90.94
"Const" 1565+06.03 PSC
"Const" 1573+12.60 PCS
"R/W" 1573+27.52 PCS
"R/W" 1575+27.52 PT
EQUA "Const" 1575+42.60 PT Bk
"Const" 1575+42.75 POT Ah
Access Control Line
R/W ℄
CONST ℄
R/W
Easement
N19°58'14"E
MIDDLE FORK COQUILLE RIVER
1555
1560
1565
1570
1575
Abandon Culv Pipe Shown Thus:
Plant Douglas Fir Seedlings 10' O.C. In Areas Shown Thus
98.57'
99.85'
Sta 1562+71.84 PT Bk
Sta 1562+73.27 POT Ah
Sta 1575+42.60 PT Bk
Sta 1575+42.75 Ah
Profile Grade 12' Rt
Profile Grade ℄
Profile Grade 12' Rt
Subgrade
+0.100
200' V.C.
200' V.C.
-1.2581
600' V.C.
-0.0545
800' V.C.
High Water Elev. 1039.3
High Water Elev. 1046.8
Filter Fabric
Selected Rock Embankment
EQUA
For Earthwork Distr., See Sht. 2N
1555
1560
1565
1570
1575
1580

17V-28

Sec.	6A
Fiscal Year	

MYSTIC CR.-CAMAS VALLEY SE
COOS BAY - ROSEBURG HIGHWAY
DOUGLAS COUNTY

Fed. Road Div. No.	State	Project Number
10	OREGON	F-14 (17)


SEC. 36, T29S, R9W, WM.
1,2,3
"Const."
5° 30' CL
Δ 64° 26' 20"
ℓ 748.41
"R/W"
5° 30' CL
Δ 64° 26' 20"
ℓ 767.70
Easement
"Const" 280' Sp
δ 7° 42'
a 1.9643
e 0.010
"R/W" 220' Sp
δ 6° 03'
a 2.5
e 0.10
"Const" 1559+91.84 PCS
"R/W" 1560+22.55 PCS
"R/W" 1562+42.55 PT
"Const" 1562+71.84 PT Bk. EQUA
"Const" 1562+73.27 POT Ah.
N19°58'10"E
Access Control Line
R/W ℄
CONST ℄
1555
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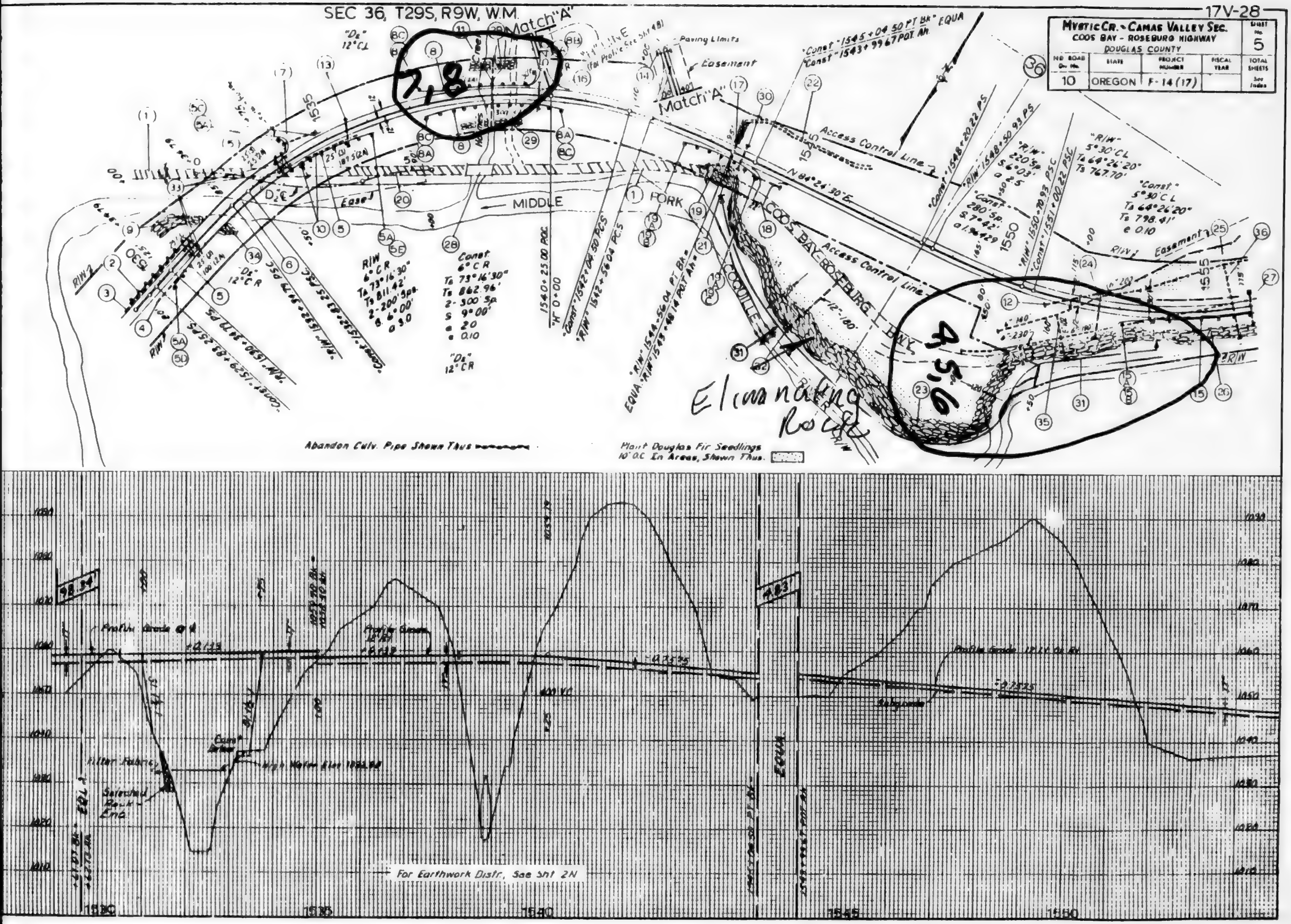
1575
RIVER
MIDDLE FORK COQUILLE
"Const" 1562+76.03 PS
"R/W" 1562+90.94 PS
"R/W" 1564+90.94 PSC
"Const" 1564+06.03 PSC
12° CR
"R/W"
3° CR
Δ 31° 05' 50"
ℓ 631.63
2 - 200' Sps
δ 3° 00'
a 1.5
"Const."
3° CR
Δ 31° 05' 50
ℓ 646.71
2 - 230' Sps
δ 3° 27'
a 1.30435
e 0.08
"Const" 1573+12.60 PCS
"R/W" 1573+27.52 PCS
"R/W" 1575+27.52 PT
EQUA. "Const" 1575+42.60 PT Bk.
"Const" 1575+42.75 POT Ah.
N51°04'02"E
R/W
Abandon Culv. Pipe Shown Thus:
Plant Douglas Fir Seedlings 10' O.C. In Areas Shown Thus
Revised JEB
Profile Grade 12 Lt.
Subgrade
-2.7575
200' V.C.
+0.100
Profile Grade @ ℄
Sta 1562+71.84 PT Bk.
Sta 1562+73.27 POT Ah.
98.57
EQUA.
Filter Fabric
200' V.C.
+1.2581
Ground Line @ ℄
High Water Elev.
Selected Rock Embankment
Profile Grade 12 Lt.
600' V.C.
99.85
Sta 1575+42.60 PT Bk.
Sta 1575+42.75 POT Ah.
-0.5845
200' V.C.
Subgrade
High Water Elev.
Filter Fabric
Selected Rock Embankment
For Earthwork Distr. See Sht. 2N
1555
1560
1565
1570
1575


17V-28
Mystic Cr.-Camas Valley Sec.
Coos Bay - Roseburg Highway
Douglas County
Sheet No. 5
Fed. Road Div. No. 10
State OREGON
Project Number F-14 (17)
Fiscal Year
Total Sheets See Index
SEC 36, T29S, R9W, W.M.
Match "A"
"D₂" 12° CL
Paving Limits
Easement
Access Control Line
N 84°24'30" E
MIDDLE
FORK
COQUILLE
COOS BAY-ROSEBURG HWY.
R/W
"Const" 1545+04.50 PT Bk. EQUA
"Const" 1543+99.67 POT Ah.
"Const" 1548+20.22 PS
"R/W" 1548+50.93 PS
"R/W" 1550+70.93 PSC
"Const" 1551+00.22 PSC
"R/W" 5°30' CL Ts 64°26'20" Ts 767.70'
"Const" 5°30' CL Ts 64°26'20" Ts 798.41' e 0.10
"Const" 280 Sp. S 7°42' a 1.96429
"R/W" 220 Sp. S 6°03' a 2.5
1540+25.00 POC
"H" 0+00
"Const" 1542+04.50 PCS
"R/W" 1542+56.04 PCS
EQUA "R/W" 1544+56.04 PT Bk. "R/W" 1543+48.14 POT Ah.
R/W 6° CR Ts 73°16'30" Ts 811.42' 2-200' Sp. S 6°00' a 3.0
Const. 6° CR Ts 73°16'30" Ts 862.96' 2-300 Sp. S 9°00' e 2.0 e 0.10
"D₂" 12° CR
1530
1535
1550
1555
7, 8
4, 5, 6
Eliminating Rock
Abandon Culv. Pipe Shown Thus
Plant Douglas Fir Seedlings 10' O.C. In Areas Shown Thus.
98.54'
4.83'
Profile Grade
Profile Grade 17.21 Ft. Rt.
Subgrade
Filter Fabric
Selected Rock Emb.
Ease. Berm
High Water Elev. 1032.92
400 V.C.
EQUA
For Earthwork Distr., See Sht 2N
1530
1535
1540
1545
1550
1010
1020
1030
1040
1050
1060
1070
1080
1090

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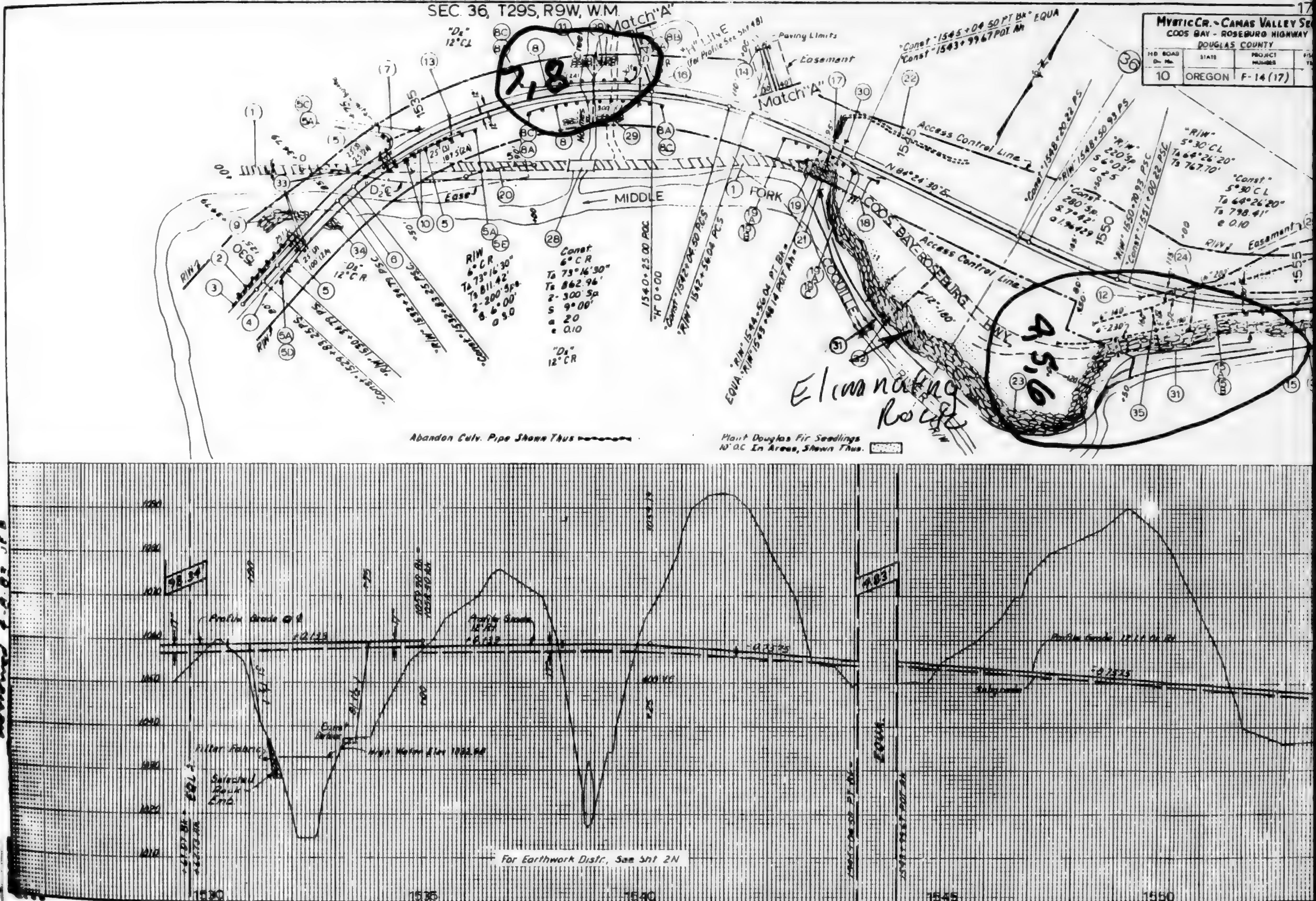
5A

MYSTIC CR. - CAMAS VALLEY SE
COOS BAY - ROSEBURG HIGHWAY
DOUGLAS COUNTY

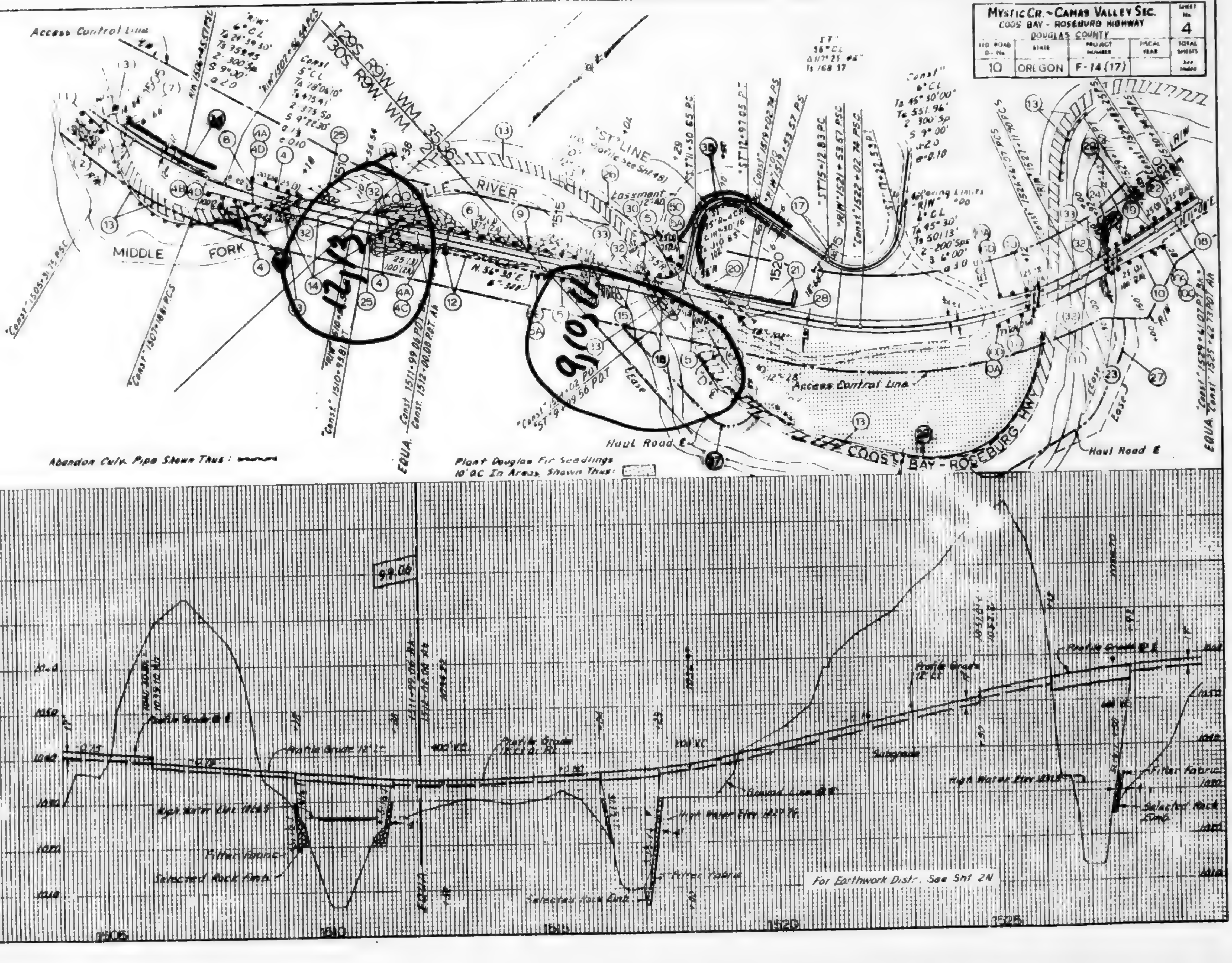
FED. ROAD DIV. No.	STATE	PROJECT NUMBER
10	OREGON	F-14 (17)



SEC. 36, T29S, R9W, W.M.
Match "A"
Match "A"
36
"D2" 12° CL
"D2" 12° C R
"D2" 12° CR
MIDDLE
FORK
COQUILLE
RIVER
COOS BAY-ROSEBURG HWY.
Access Control Line
Access Control Line
N 84°24'30" E
Easement
Paving Limits
(for Profile See Sht 4B1)
R/W
5°30' CL
Ta 64°26'20"
Ts 767.70'
"Const."
5°30' C L
Ta 64°26'20"
Ts 798.41'
e 0.10
R/W
6° C R
Ta 73°16'30"
Ts 811.42'
2-200' Sp.
S 6°00'
a 9.0
Const.
6° C R
Ta 73°16'30"
Ts 862.96'
2-300' Sp.
S 9°00'
a 20
e 0.10
"R/W"
220' Sp.
S 6°03'
a 2.5
Const.
280' Sp.
S 7°42'
a 1.9429
"Const" 1545+04.50 PT Bk
"Const" 1543+99.67 POT Ah EQUA
"Const" 1548+20.22 PS
"R/W" 1548+50.93 PS
"R/W" 1550+70.93 PSC
"Const" 1551+00.22 PSC
1540+25.00 POC
"H" 0+00
"Const" 1542+04.50 PCS
"R/W" 1542+56.04 PCS
EQUA "R/W" 1544+56.04 PT Bk
"R/W" 1543+48.14 POT Ah
Ease.
1530
1535
1545
1550
1555
7,8
4,5,6
Eliminating Rock
Abandon Culv. Pipe Shown Thus
Plant Douglas Fir Seedlings 10' OC In Areas, Shown Thus
98.34
4.83
Profile Grade @ ¢
Profile Grade
Filter Fabric
Selected Rock Emb.
Emb. Grade
High Water Elev. 1032.50
400 VC
EQUA
Subgrade
1010
1020
1030
1040
1050
1060
1070
1080
1090
For Earthwork Distr., See Sht 2N
1530
1535
1540
1545
1550

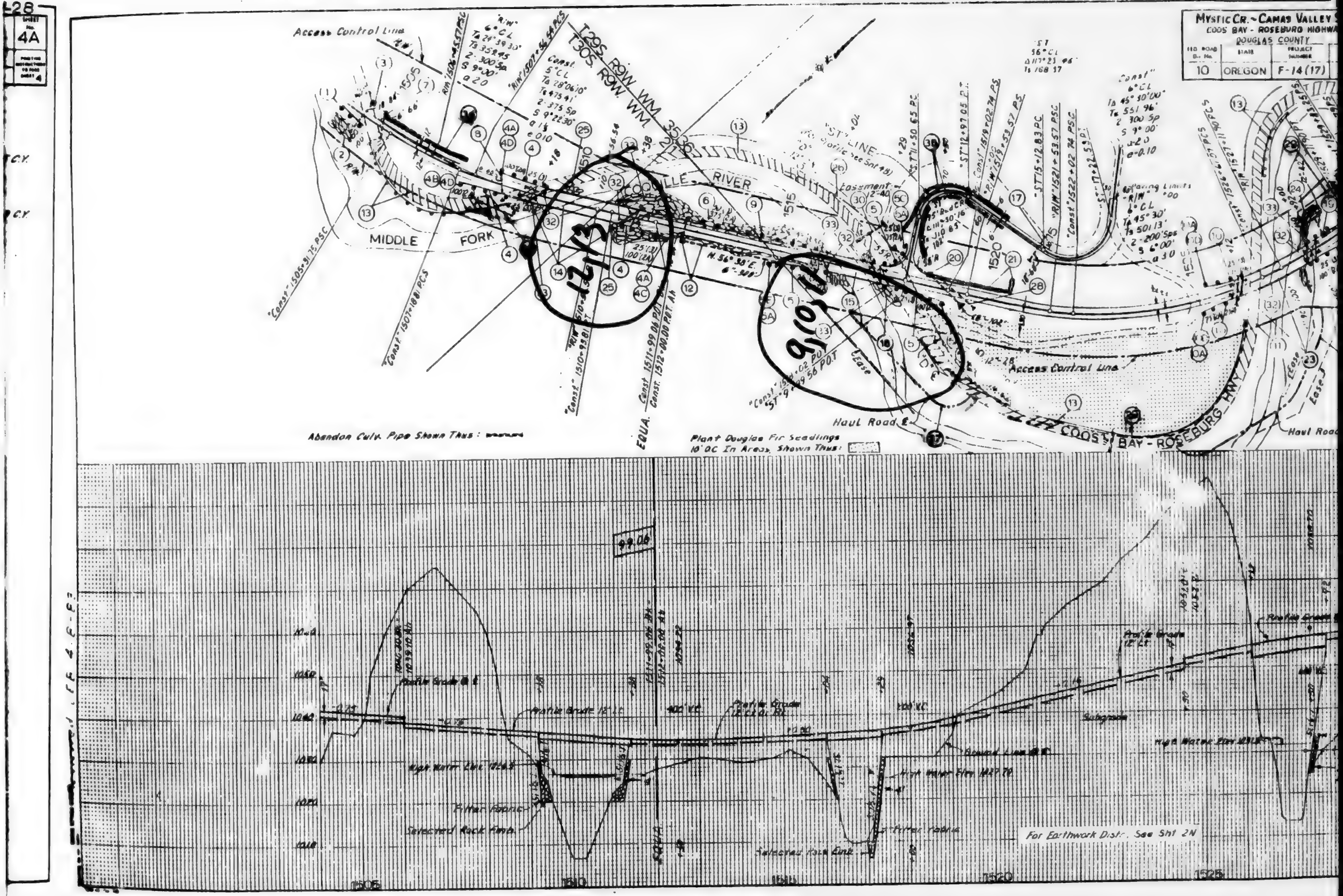
17V-28

MYSTIC CR. ~ CAMAS VALLEY SEC. COOS BAY - ROSEBURG HIGHWAY DOUGLAS COUNTY				SHEET No. 4
FED. ROAD DIV. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON	F-14 (17)		See Index


Access Control Line
T29S R9W WM
T30S R9W WM
MIDDLE FORK
RIVER
"ST" LINE
Easement
Access Control Line
COOS BAY - ROSEBURG HWY
Haul Road ℄
EQUA.
N. 56° 38' E.
12/13
9,10,11
Abandon Culv. Pipe Shown Thus:
Plant Douglas Fir Seedlings 10' OC In Areas Shown Thus:
99.06
Profile Grade ℄
Profile Grade 12' Lt.
High Water Line
Filter Fabric
Selected Rock Emb.
High Water Elev.
Ground Line ℄
Subgrade
400' V.C.
For Earthwork Distr. See Sht 2N
1505
1510
1515
1520
1525

FED. ROAD DIV. No.	STATE	PROJECT NUMBER
10	OREGON	F-14(17)

MYSTIC CR. ~ CAMAS VALLEY
COOS BAY - ROSEBURG HIGHWA
DOUGLAS COUNTY



28
Sheet No. 4A
C.Y.
C.Y.
Access Control Line
T29S R9W WM
T30S R9W WM
MIDDLE FORK COQUILLE RIVER
"ST" LINE
Easement
"Const" 1505+31.75 P.S.C.
"Const" 1507+18.81 P.C.S.
"Const" 1510+99.81
"R/W" 1507+56.54 P.S.
"Const" 5° C.L. T=28°06'10" T=475.41 Z=375 Sp S 9°22'30" a 1.5 e 0.10
"R/W" 6° C.L. T=28°39'30" T=358.45 Z=300 Sp S 9°00' a 2.0
EQUA. Const. 1511+99.06 P.O.T. Bk. Const. 1512+00.00 P.O.T. Ah.
N 56°38' E
"ST" 56° C.L. Δ117°23'96" T=168.17
"ST"15+12.83 P.C.
"ST"12+97.05 P.T.
"ST"11+50.65 P.C.
"ST"11+22.59 P.T.
"Const" 1519+02.74 P.S.
"R/W" 1519+53.57 P.S.
"R/W" 1521+53.57 P.S.C.
"Const" 1522+02.74 P.S.C.
"Const" 6° C.L. T=45°30'00" T=551.96 Z=300 Sp S 9°00' a 2.0 e 0.10
Widening Limits "R/W" 6° C.L. T=45°30' T=501.13 Z=200 Sp S 6°00' a 3.0
"Const" 1525+11.90 P.C.S.
"Const" 1527+51.25 P.S.
Access Control Line
Haul Road ℄
Lease
Plant Douglas Fir Seedlings 10' OC In Areas Shown Thus:
Abandon Culv. Pipe Shown Thus:
COOS BAY - ROSEBURG HWY
Haul Road
1505
1510
1515
1520
1525
12,13
9,10,11
99.06
Profile Grade ℄
Profile Grade 12' Lt.
Profile Grade 12' Lt. Rt.
Profile Grade 12' Lt.
400' V.C.
Subgrade
Ground Line ℄
High Water Elev. 1026.8
High Water Elev. 1027.70
High Water Elev. 1031.8
Filter Fabric
Selected Rock Emb.
For Earthwork Distr. See Sht. 2N
EQUA.
1511+99.06 Bk.
1512+00.00 Ah.
1040
1030
1020
1010

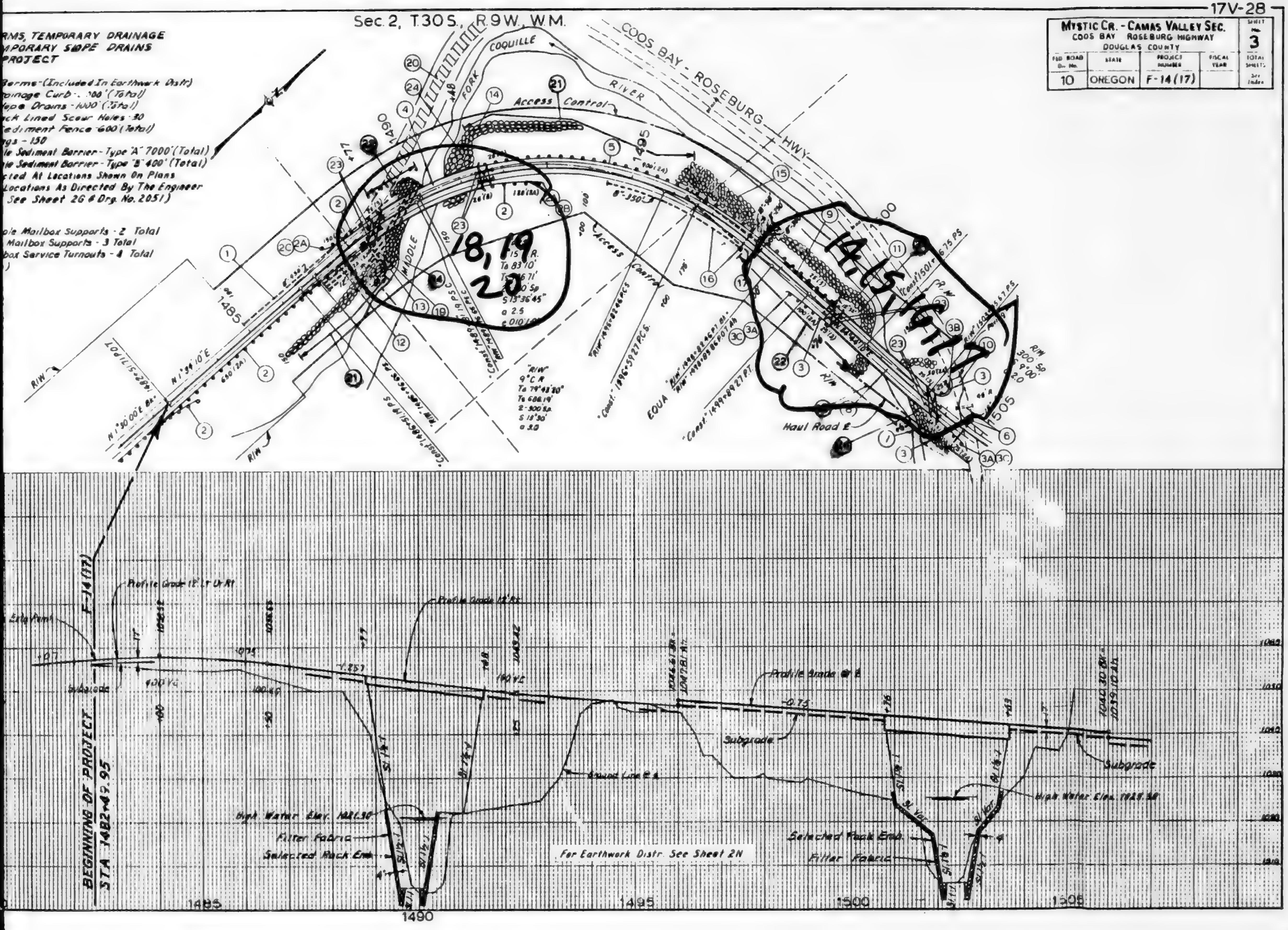
17V-28

MYSTIC CR. - CAMAS VALLEY SEC. COOS BAY ROSEBURG HIGHWAY DOUGLAS COUNTY				SHEET 3
FED. ROAD DIV. NO.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON	F-14(17)		See Index

RMS, TEMPORARY DRAINAGE
MPORARY SLOPE DRAINS
PROJECT

Berms-(Included In Earthwork Distr)
rainage Curb-.:00'(Total)
lope Drains-1000'(Total)
ck Lined Scour Holes-30
Sediment Fence-600'(Total)
gs-150
le Sediment Barrier-Type "A" 7000'(Total)
le Sediment Barrier-Type "B" 400'(Total)
cted At Locations Shown On Plans
Locations As Directed By The Engineer
See Sheet 2G & Drg. No. 2051)

ple Mailbox Supports - 2 Total
Mailbox Supports - 3 Total
box Service Turnouts - 4 Total
)


Sec. 2, T.30S., R.9W., W.M.
COOS BAY - ROSEBURG HWY.
COQUILLE RIVER
MIDDLE FORK
Access Control
Haul Road ℄
R/W
EQUA
18, 19, 20
14, 15, 16, 17
1485
1490
1495
1500
1505
BEGINNING OF PROJECT
STA. 1482+49.95
F-14(17)
Profile Grade 12' Lt & Rt
Profile Grade 12' Rt
Profile Grade @ ℄
Ground Line ℄
Subgrade
High Water Elev. 1021.30
High Water Elev. 1028.58
Filter Fabric
Selected Rock Emb.
For Earthwork Distr. See Sheet 2N

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3A

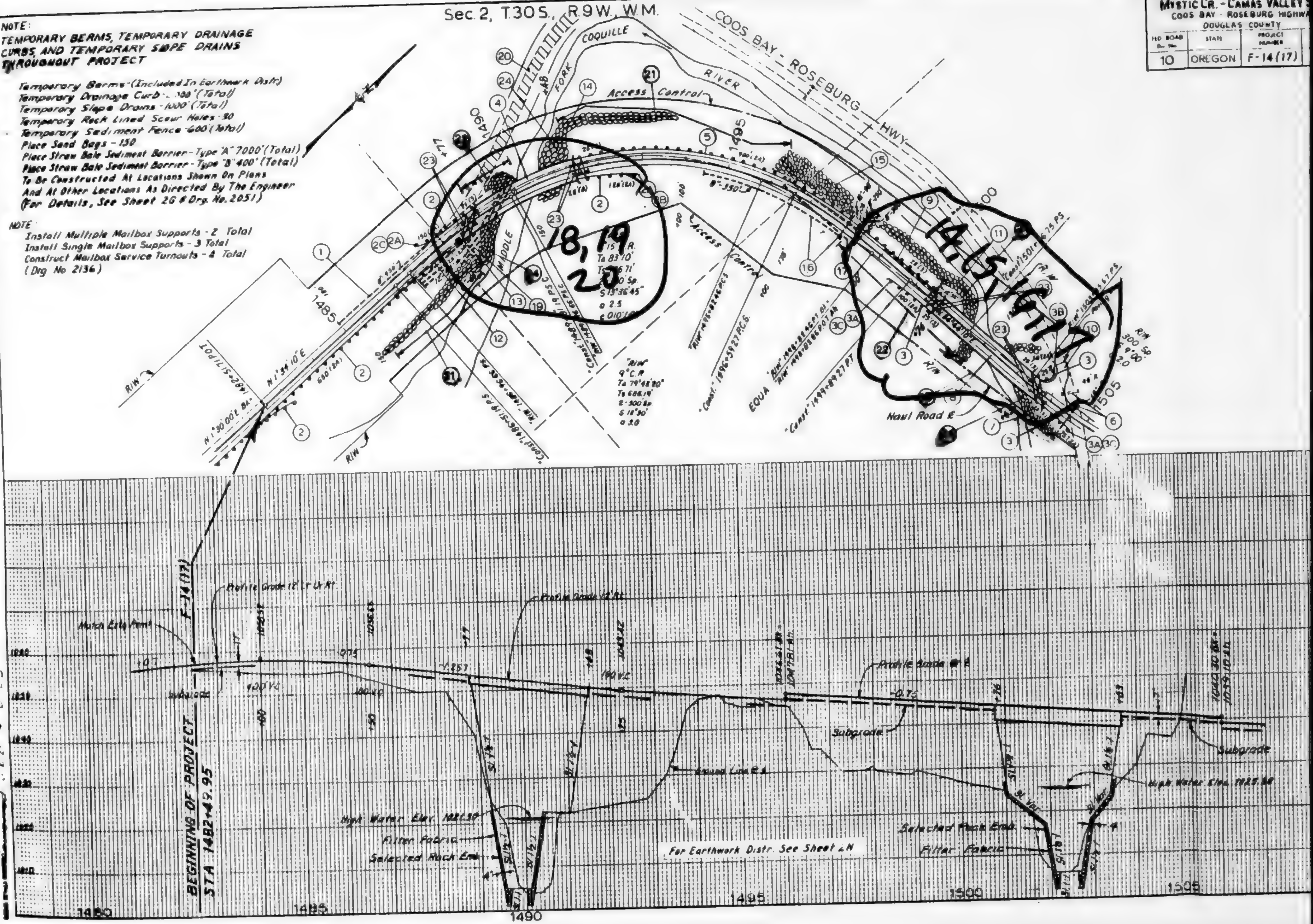
MYSTIC CR. - CAMAS VALLEY
COOS BAY - ROSEBURG HIGHWA
DOUGLAS COUNTY

FED ROAD DIV. NO.	STATE	PROJECT NUMBER
10	OREGON	F-14(17)

NOTE:
TEMPORARY BERMS, TEMPORARY DRAINAGE CURBS, AND TEMPORARY SLOPE DRAINS THROUGHOUT PROJECT

Temporary Berms - (Included In Earthwork Distr)
Temporary Drainage Curb - 300' (Total)
Temporary Slope Drains - 1000' (Total)
Temporary Rock Lined Scour Holes - 30
Temporary Sediment Fence - 600' (Total)
Place Sand Bags - 150
Place Straw Bale Sediment Barrier - Type "A" 7000' (Total)
Place Straw Bale Sediment Barrier - Type "B" 400' (Total)
To Be Constructed At Locations Shown On Plans
And At Other Locations As Directed By The Engineer
(For Details, See Sheet 2G & Drg. No. 2051)

NOTE:
Install Multiple Mailbox Supports - 2 Total
Install Single Mailbox Supports - 3 Total
Construct Mailbox Service Turnouts - 4 Total
(Drg No 2136)


Sec. 2, T.30S., R.9W., W.M.
COOS BAY - ROSEBURG HWY
COQUILLE RIVER
MIDDLE FORK
Access Control
Haul Road ℄
R/W
EQUA
14,15,16,17
18,19,20
1485
1490
1495
1500
1505
N 1°34'10" E
N 1°30'00" E
BEGINNING OF PROJECT
STA 1482+49.95
F-14(17)
Match Exist Point
Profile Grade 12' Lt Ur Rt
Profile Grade 12' Rt
Profile Grade @ ℄
Subgrade
Ground Line ℄
High Water Elev. 1021.30
High Water Elev. 1025.30
Filter Fabric
Selected Rock Emb.
For Earthwork Distr. See Sheet 2N
400' VC
100' VC
190' VC
+0.7
-0.75
-1.257
-0.75
1480
1485
1490
1495
1500
1505

The following

Document(s)

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Photographs

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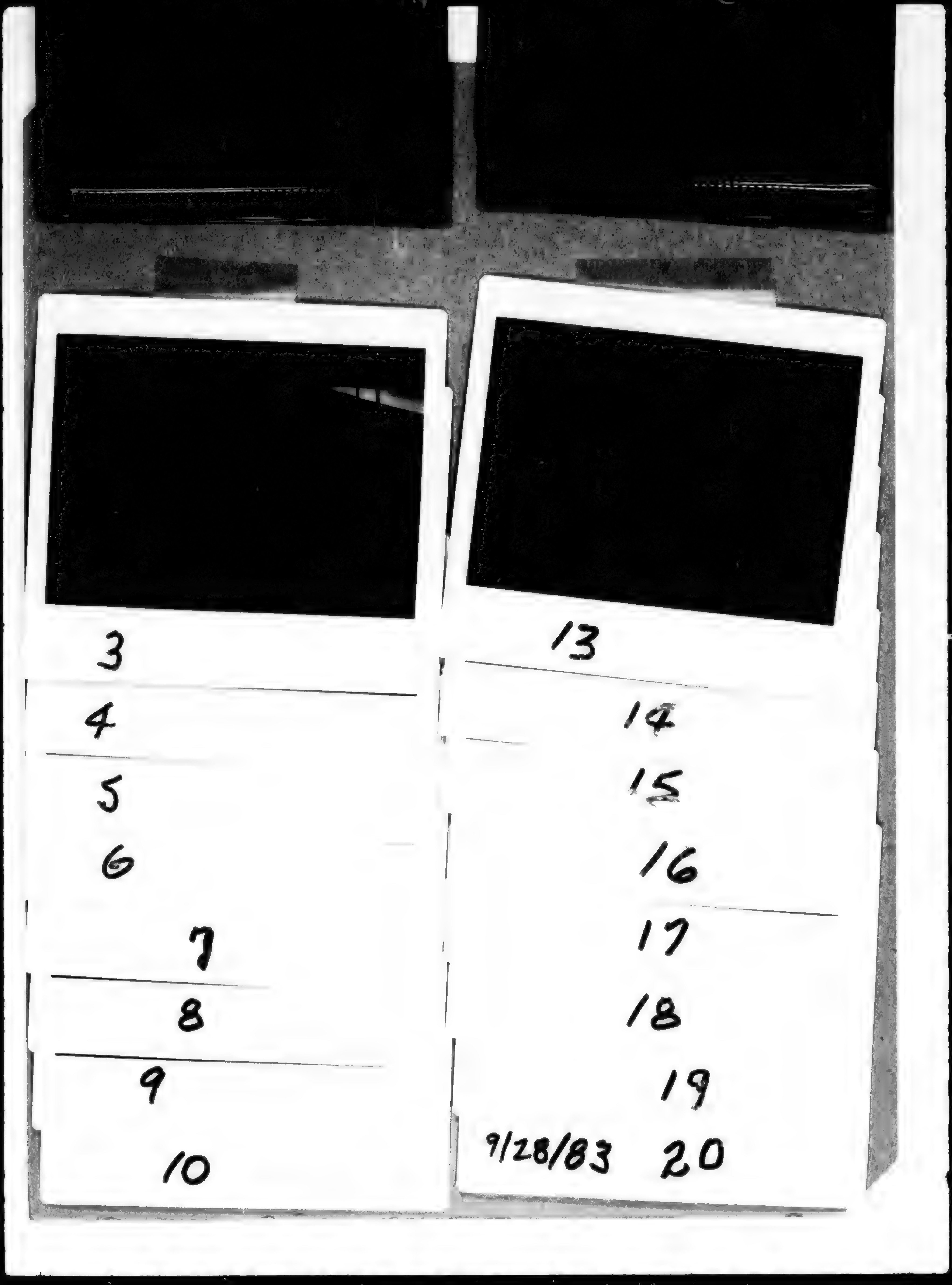
9/28/83 20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9/28/83 20

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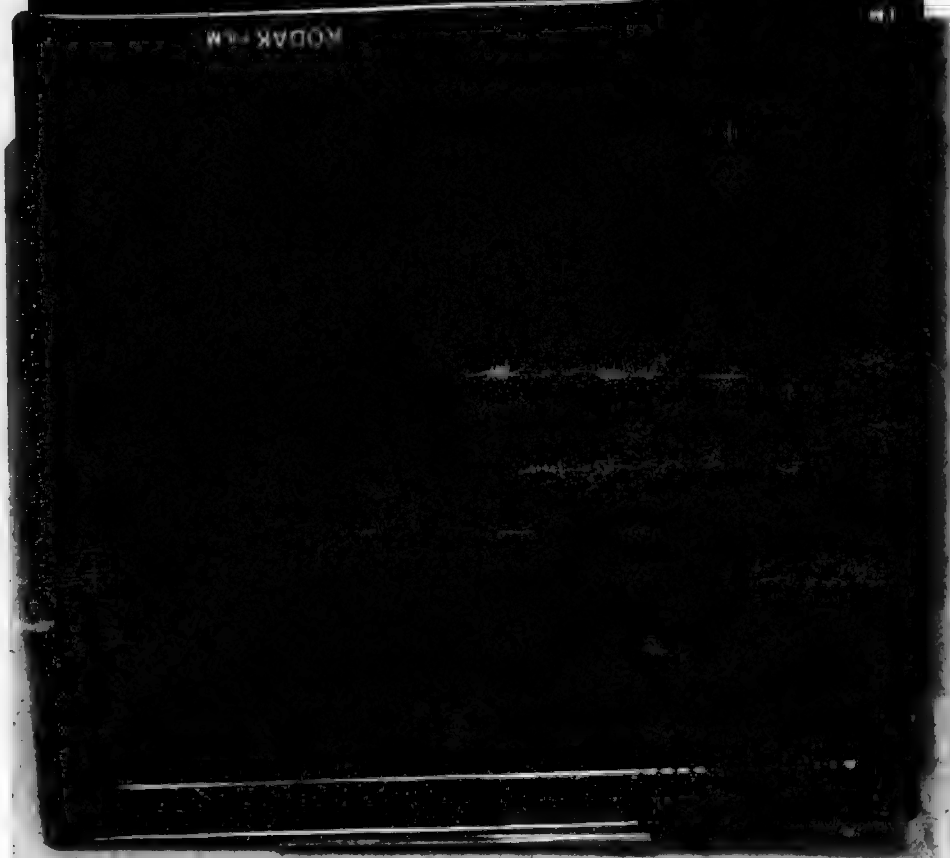
9/28/83 20



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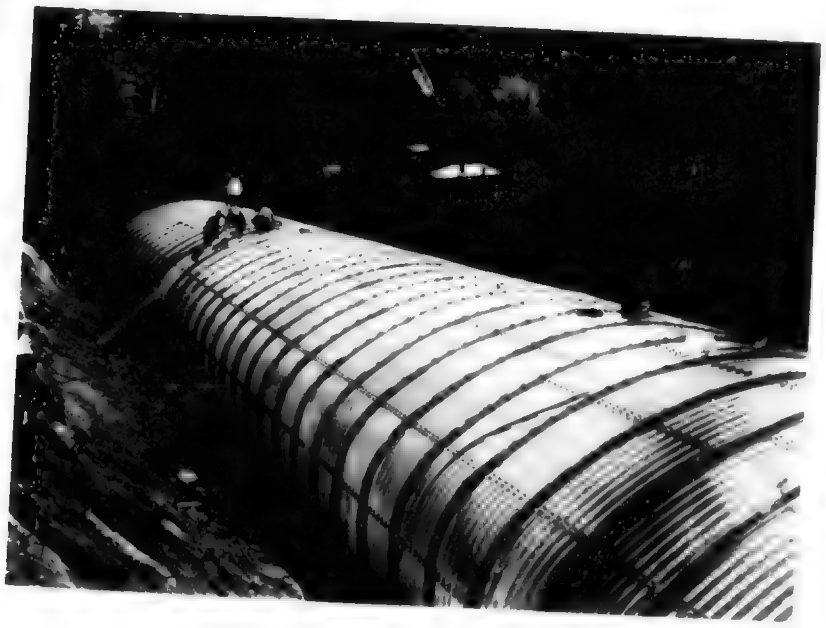

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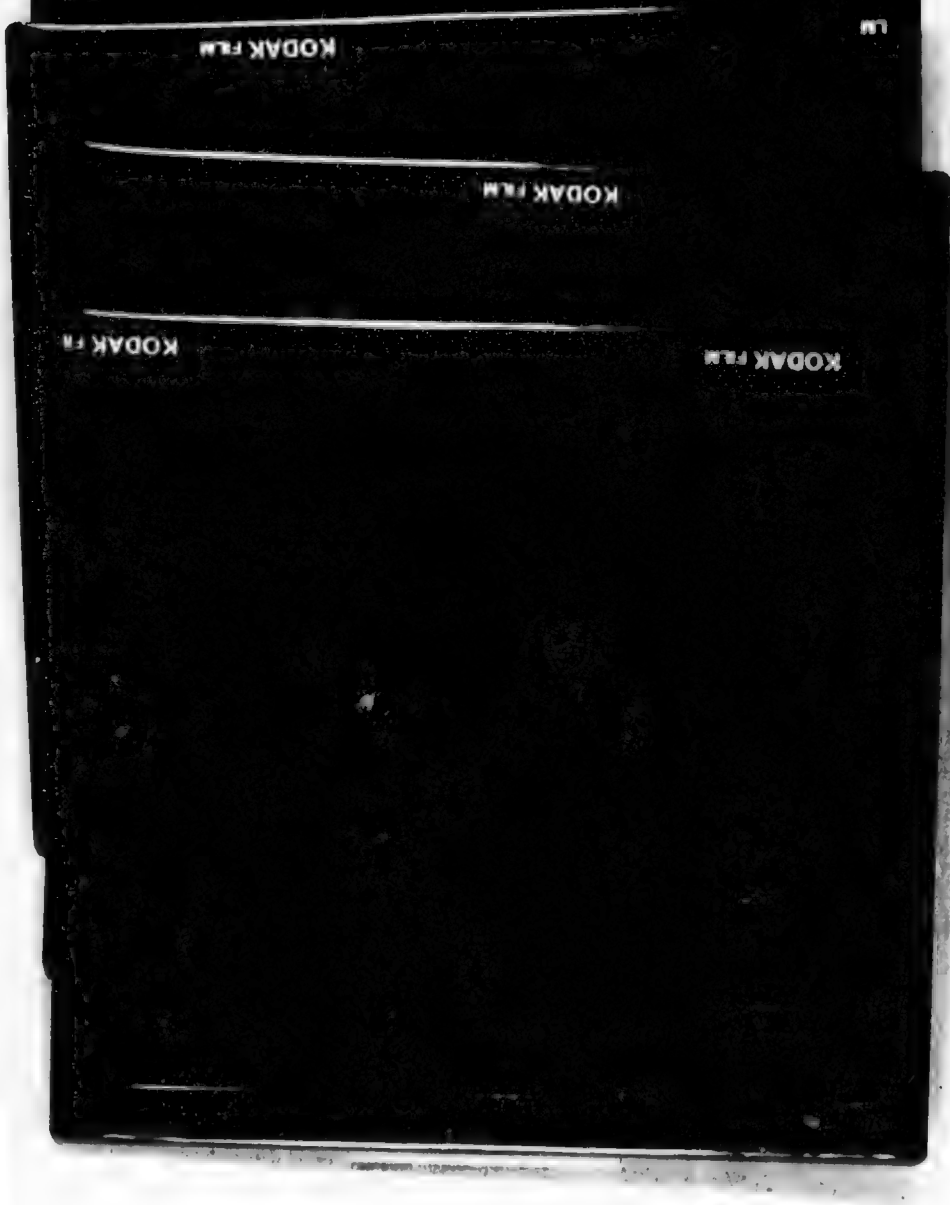
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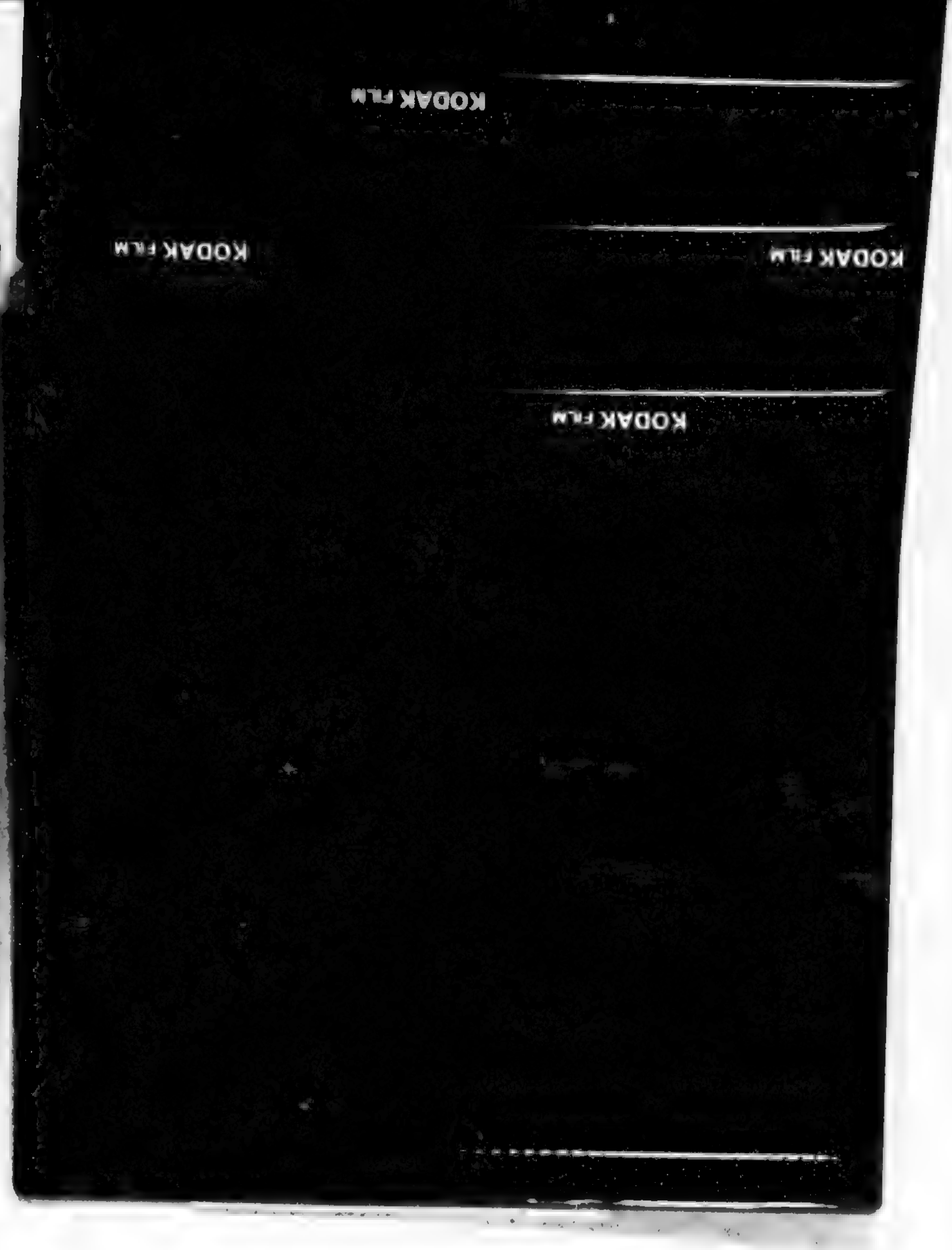
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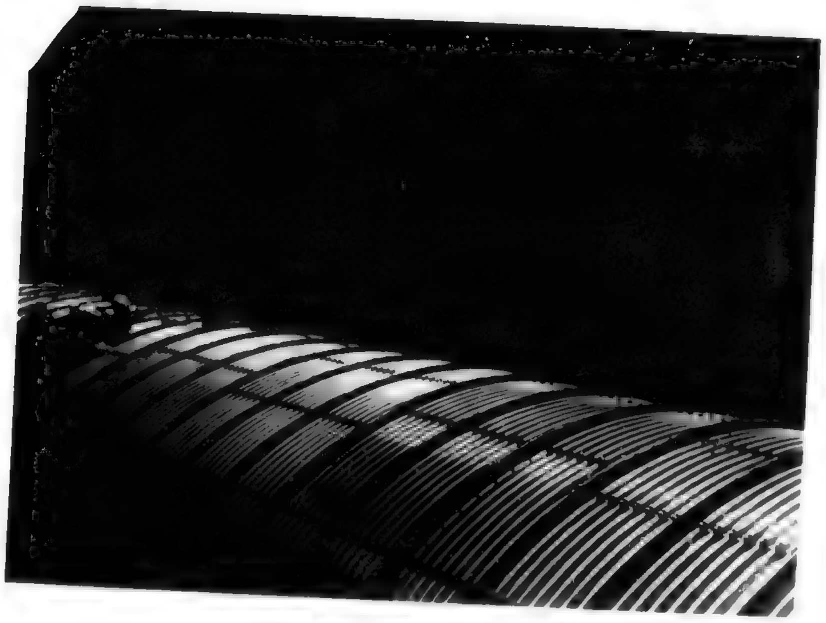

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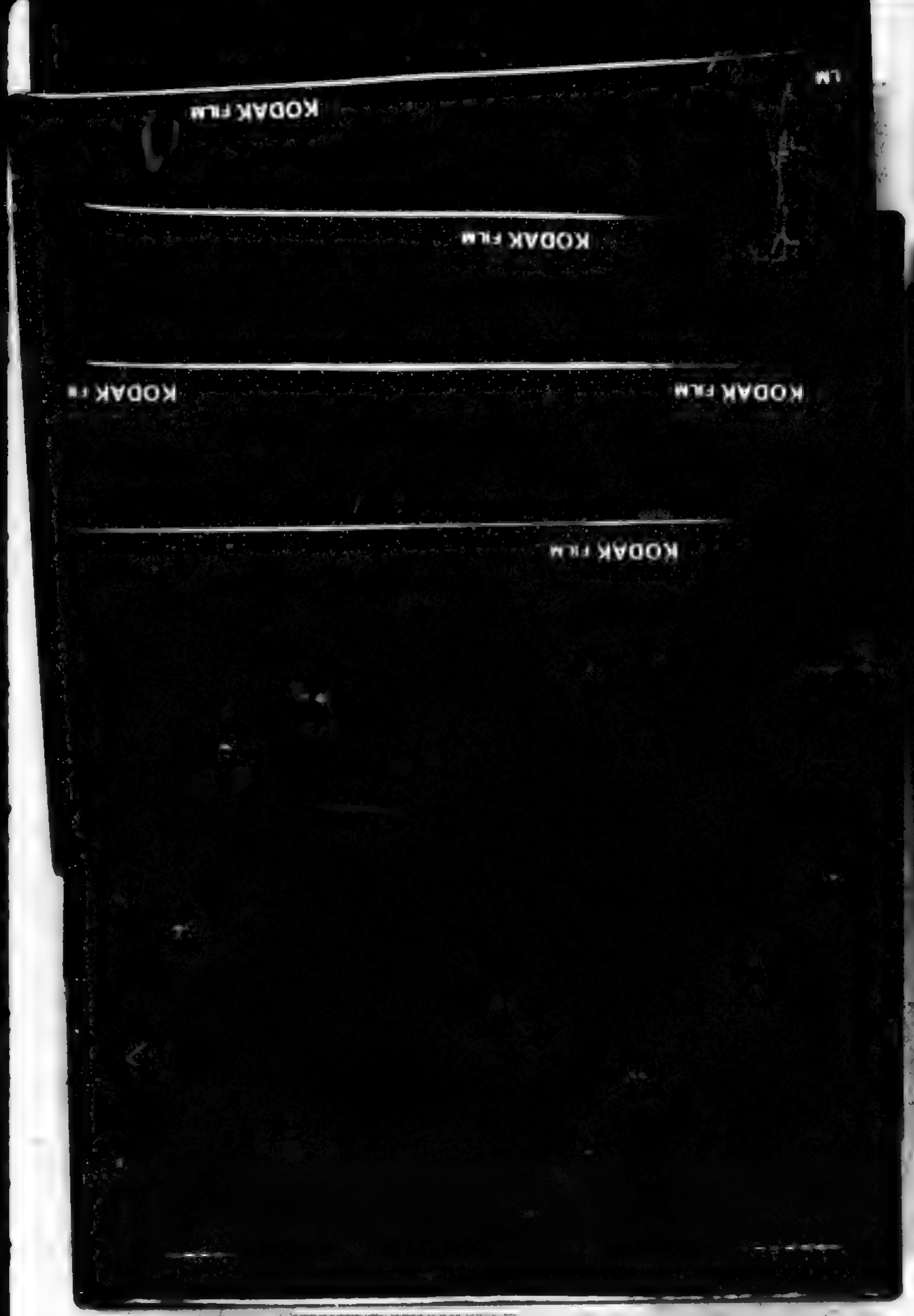

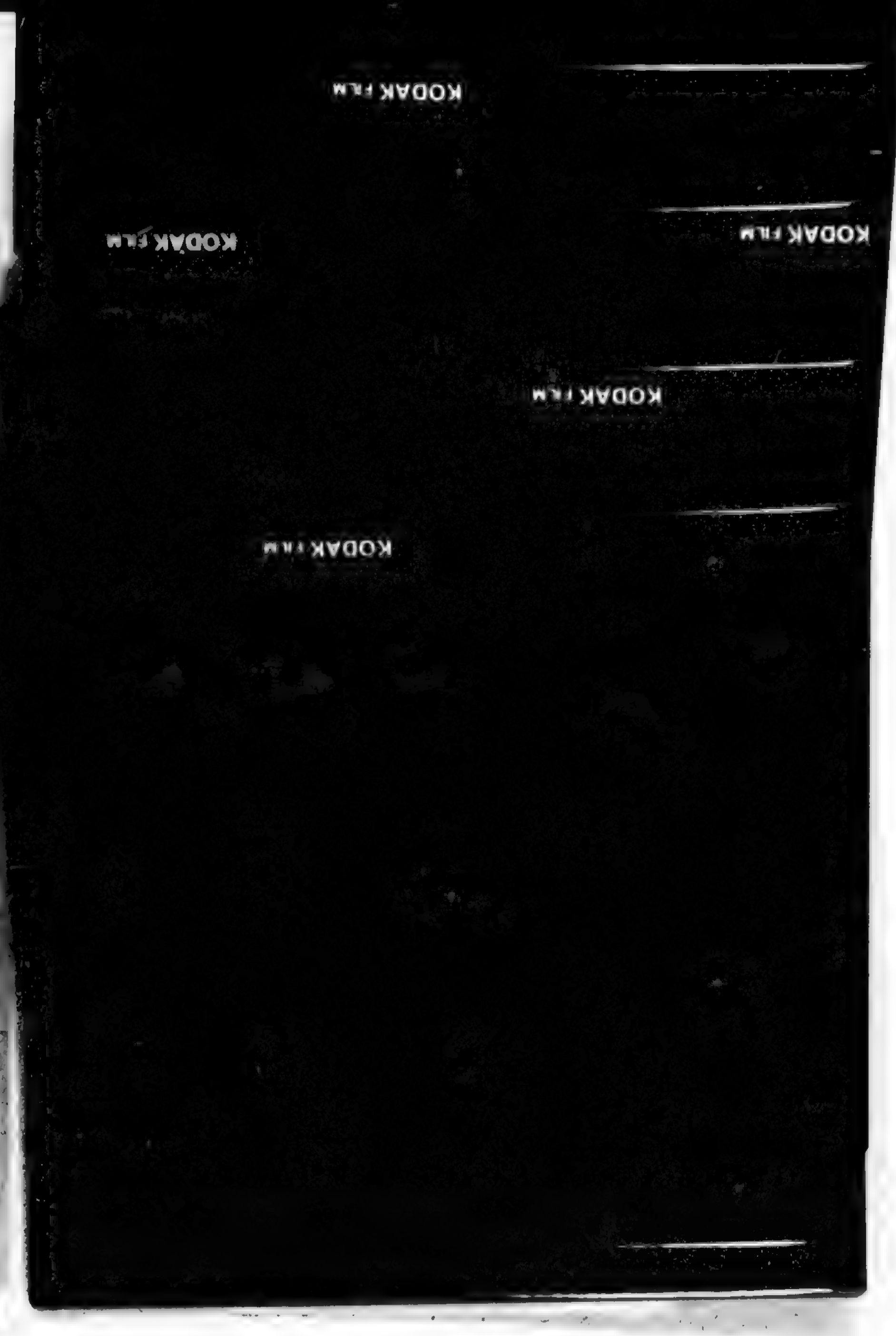

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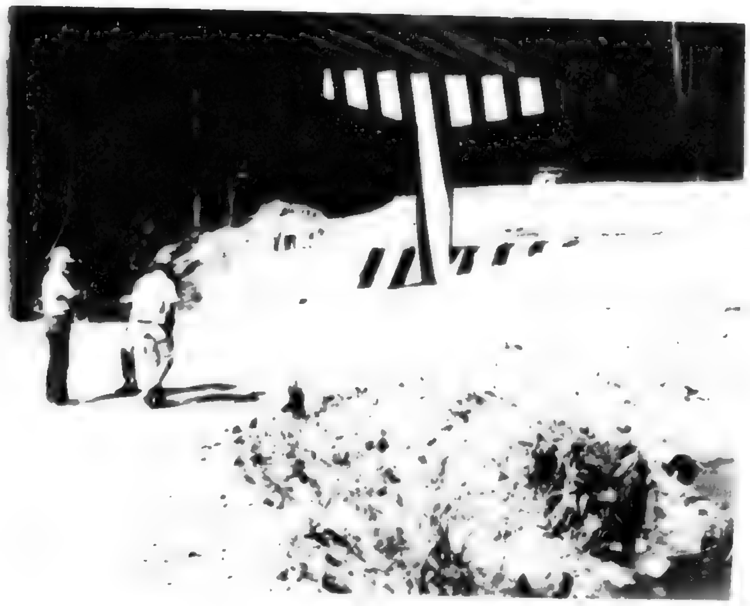

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11/28/83 20

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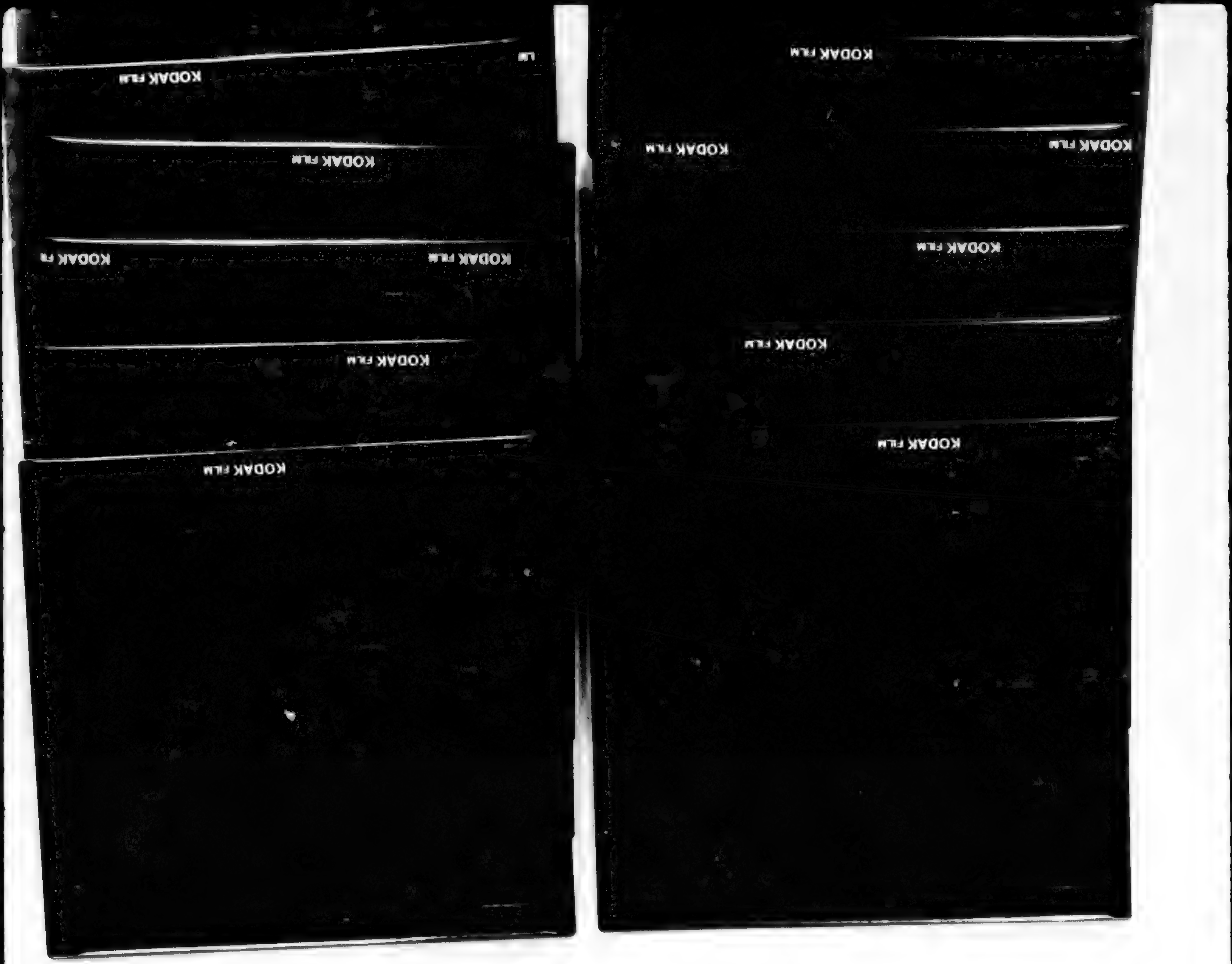
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9/29, 30/83

Mystic Creek – Camas Valley

1. Job completely opened up
2. No winterizing / erosion control work started.
3. No winterizing materials observed
4. Project manager doesn't plan to do anything until it rains
5. still using stream crossings beyond Sept 15th with no time extension from DSL
6. Region personnel don't know what to do to winterize
7. Project employee's must be helped or trained in erosion control / winterizing
8. ~~Region personnell do not have the responsibility~~

(More)

8. Region personnel do not have a feel for the importance of this erosion control/winterizing work.

35

ROAD DESIGN SECTION 378-6558 ROW 3:1

J. B. Boyd, Manager
Right of Way Section

September 26, 1983

J. H. Versteeg
Road Design Engineer

File 53655
Mystic Creek-Camas Valley
Coos Bay-Roseburg
Douglas County

Attached is a description (1 file), an authorization and right of way prints covering additional right of way required for the subject project.

By:

W. H. Wakerlig
R/W Descriptions Supervisor

WHW:rlr
Attachments

9/6 ... 9-8-83 Project No ______

Form FHWA-137 (7-6-)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FIELD TRIP REPORT
(See instructions on reverse)

DATE 9/8/83

TO Mr. D.E. Wilken, Division Administrator
Salem, Oregon
THRU: Mr. Gary M. Kasza, Director GMK
Office of Structures, Hyd. & Geot.

FROM Ronald D. Chassie
Regional Geotechnical Engineer

INCLUSIVE DATES From 8/30/83 To 8/31/83

ITINERARY
Portland to Camas Valley, Oregon and return.

PURPOSE
To provide geotechnical assistance to Oregon DOT on revised slope design on SR 42 Mystic Creek - Camas Valley project.

PRINCIPAL CONTACTS

FHWA	Oregon DOT	
Wally Bryant-Area Engineer	J.X. Wilson-Reg. Const. Engr.	Eliott Parker-Reg. Geologist
	Ron Busey-Proj. Engr.	
	Ed Johnsen-State Soils Engr.	

ACCOMPLISHMENTS OR RESULTS
Conducted field inspection of cut slopes on subject project vicinity stations 1540 to 1556 and station 1570±. Plans show cuts designed for competent rock on ¼ to 1 slope. Competent rock that will be stable on ¼ to 1 slope is not being encountered in the cuts. Rock being encountered is highly degradable and well jointed siltstone and sandstone. Maximum cut height in these 2 cuts is approximately 70 feet.

SUBSEQUENT ACTIONS TAKEN

1 Versteeg ✓
Andersen ✓
2 Adams
Macnab
Stoudenmeyer ✓
3 Tergin
Trout
Wabastig

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SEP 13 1983
ROAD DESIGN SECTION

Do Not File ☐
Return to
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RECEIVED
SEP 8 1983
OREGON DIVISION

RECOMMENDATIONS
Cut Station 1540 to 1556
1. Eliminate proposed bench and cut rock on 1 to 1 slope.
2. Leave in 15 foot wide fallout ditch at toe of slope.
3. Observe slope thru coming winter to assess whether more highly weatherable silstone layers or coal seams need shotcrete and wire mesh protection.

Cut Station 1570±
xxxxxxxxxxxxxxx Cut rock on 1 to 1 slope and keep 15 foot fallout ditch.

Other Pertinent Items:
February 1976 Soils and Geology Report for this project recommended 1 to 1 cut slopes, yet design plans show ¼ to 1 slopes. This discrepancy should be one of major items discussed during upcoming joint State-FHWA geotechnical review of this and two recent SR 42 projects on September 20-21, 1983.

☑ DIV ADM W N
☑ PROG OPER
☑ FIELD OPER
☑ AREA ENG 3
☐ PROG ASST
☐ RT OF WAY
☐ BRIDGE
☐ PROG DEV
☐ PLANNING
☐ SAF COORD
☐
☐
☐ MGT ANALYST
☐
☐

Replaces Form PR-13 (R 2-63) which is obsolete.

35 N

1 Ander. 9/3/?

3 Adams

4 Macnab JHm

Stoudenmeyer

Terpin

3 Trout

Waterlig

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SEP 01 1983

ROAD DESIGN SECTION

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Bring Up ..../..../....

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In Reply Refer to

File No.: CON-5 9633

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION
P. O. Box 1128
Roseburg, Oregon 97470
440-3429

August 26, 1983

CE

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AUG 31 1983

CONSTRUCTION SECTION

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CP

To: Ross Bros. Construction Inc.
3501 Brooklake Road, North
Salem, Oregon 97303

Subject: Mystic Cr. - Camas Valley
Contract 9633
Erosion control and winterizing plan

Attention: Larry Carter:

It is now the time of the year when we must consider the condition of the project and the need for temporary and permanent erosion control measures for this winter. In accordance with the contract's supplemental provisions I am requesting a realistic estimate of the amount of grading and new fill areas you expect to have completed by mid September. Also I need a general erosion control plan and scedule to perpare the project for winter weather.

With this in mind the following items should be considered:

1. You must be prepared to seed and mulch any and all areas not covered with vegetation, as directed by the engineer, even though all work may not be completed. We may not be able to wait untill the last minute but should seed all reasonable sized areas as soon as they are at a stage that no more work will be done this season.

2. Be sure that a adequate supply of temporary and permanent erosion control materials are on hand or are quickly available to protect those areas requiring these measures. These materials would include but not be limited tostraw bales, pipes, sand bags, and drainage curbs.

3. Review all partially completed drainage systems to see what needs to be done to make them operational this winter. There may be some temporary measures that will

Form 734-3122

need to be taken to make some of these operational untill all final work is done.

4. Temporary river crossings. This is a very sensative item. I wish to call special attention to items 3, 5, 7, 8, 14, and 15 of ATTACHMENT A of your Division of State Lands permit. I am especially concerned about the dirt along most all of the banks of your river crossings and coffer dams. This dirt extends right down to the waters edge and any small rise in the stream level would cause a excessive rise in the rivers turbidity level above that permitted in item 2 of your permit ATTACHMENT A.

I am sure you will be wanting to extend the dates in the contract and on your permit for your river crossings. I don't think the Fish and Wildlife would be too cooperative on these extensions unless we are in close conformance with the contract and permit provisions.

I and my inspectors will start making a list of items we feel must be done to prepare the project for winter and will supply you with this list as it is developed.

Sincerely

Ronald Busey
Ronald Busey
Project Manager

cc Jim Gix
C. Keasey
file

PACIFIC POWDER COMPANY
P.O. BOX 759, TENINO, WASHINGTON 98589 • TELEPHONE (206) 264-2725

Certified Mail - Return Receipt Requested

August 19, 1983

#9633

State of Oregon
Department of Highway
Highway Administration Building
Salem, OR

Gentlemen:

We are sending you the attached notice as part of the routine of conducting our business.

Occasionally, customers have felt that such a notice is a reflection upon the credit of the contractor. We want you to understand clearly that we have no such intention but that we are merely complying with the laws of the State of Washington. These notices are sent by us automatically on all jobs where we furnish material upon the order of someone other than the owner of the property. In this way we comply with the law in all cases and you, as owner, are fully informed regarding all materials ordered for your job.

We are pleased to have the opportunity to serve you even though this particular order may have come to us indirectly.

If you have any problems in connection with your job, we hope that both you and your contractor will make use of any help we might be able to give. We want to be sure that you are not only satisified but completely enthusiastic about our products.

Very truly yours,

Pacific Powder Company
P.O. Box 759
Tenino, Washington 98589

no resp. rec.

RECEIVED
AUG 24 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

RECEIVED
AUG 23 1983
CONSTRUCTION SECTION

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PACIFIC POWDER COMPANY
P.O. BOX 759, TENINO, WASHINGTON 98589 • TELEPHONE (206) 264-2725

Certified Mail - Return Receipt Requested

August 19, 1983

State of Oregon
Department of Highway
Highway Administration Building
Salem, OR

Gentlemen:

We are pleased to advise you that on August 18, 1983, we commenced to deliver materials for use on the Mystic Creek - Camas Valley Section Contract #9633.

These materials were delivered on the order of Elting, Inc., Clackamas, Oregon and furnished to Elting, Inc.

We take this opportunity to advise you of this fact in line with our policy to keep contractors fully informed of any delivery of materials or supplies for which they and their surety will be held responsible for payments.

Very truly yours,

Pacific Powder Company
P.O. Box 759
Tenino, Washington 98589

cc: Ross Brothers Construction
Elting, Inc.

CERTIFIED
P 243 305 854
MAIL

RECEIVED
AUG 24 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

STATE OF OREGON
HIGHWAY DIVISION - LOCATION UNIT

INTEROFFICE MEMO
LOC 16

TO: Ed L. Johnsen
Geotechnical Engineer

DATE: August 11, 1983

FROM: Frank E. Terpin ORIGINAL SIGNED BY FRANK E. TERPIN
Location Engineer

SUBJECT: Geotechnical Review Field Trip

A field trip has been arranged for September 20 and 21 to review geotechnical investigations and recommendations and their relative effectiveness during and after construction on the Slater Creek-Mystic Creek Section, the Mystic Creek-Camas Valley Section and the Camas Valley-Muns Creek Section of the Coos Bay-Roseburg Highway.

Participants in the review will be J. H. Versteeg, Glen Hossner, Ron Chassie, selected region geologists, yourself and me. There may also be others involved.

Please familiarize yourself with the explorations that were made on the projects, the recommendations for treatment of expected problems and the effectiveness of those treatments on the projects completed or underway. Be prepared to discuss these items with the review team.

FET:ge

cc J. H. Versteeg
J. J. Gix

/ Versteeg ✓
Anderson
Adams
Macnab
Steudenmeyer
Terpin
Trout
Wekerlig

RECEIVED
AUG 12 1983
ROAD DESIGN SECTION

Do Not File
Return to
Bring Up
Action

Contains Recycled Materials

U.S. Department
of Transportation
**Federal Highway
Administration**

Memorandum

THE OREGON DIVISION - SALEM

Subject: OR Project F-14(11) Mystic Creek-Camas Valley
Federal Land Transfer File 50688

Date: July 21, 1983

From: Division Administrator

Reply to Attn. of: HRW-OR

To: Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division

Attached is an executed Highway Easement Deed completing the transfer of public land required for right-of-way on the subject project.

Please provide the Bureau of Land Management Roseburg District Office with a conformed copy of the deed after recording.

Dale E. Wilken

Attachment
Hwy Easement Deed

cc:
OSHD (Adele Egan, R/W)

RECEIVED
STATE HWY ENGR

JUL 22 '83

REFER TO
[illegible]

FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig
7/25

Highway Division
File 50688
10C-51-19

HIGHWAY EASEMENT DEED

THIS DEED, made this 18th day of July, 1983, by and between the UNITED STATES OF AMERICA, acting by and through the Department of Transportation, Federal Highway Administration, hereinafter referred to as the Department, and the State of Oregon, by and through its Department of Transportation, Highway Division, hereinafter referred to as the Grantee:

WITNESSETH:

WHEREAS, the Grantee has filed application under the provisions of the Act of Congress of August 27, 1958, as amended (23 U.S.C. Section 317) for the right-of-way of a highway over certain Federal land under the jurisdiction of the Department of the Interior - Bureau of Land Managment in the State of Oregon, which land has been appropriated by the Department, and

WHEREAS, the Federal Highway Administrator, pursuant to delegation of authority from the Secretary of Transportation, has determined that an easement over the land covered by the application is reasonably necessary for a right-of-way for the Coos Bay - Roseburg Highway; and

WHEREAS, the Department of the Interior, acting by and through the Bureau of Land Management, in its consent to the appropriation of the Federal land, has agreed to the transfer by the Department of an easement over the land to the Grantee.

NOW THEREFORE, the Department, as authorized by law, and in compliance with all requirements imposed by or pursuant to Title 49 CFR, Department of Transportation, Subtitle A, Office of Secretary, Part 21, nondiscrimination in federally-assisted programs of the Department of Transportation (49 CFR 21.2 - 21.23) pertaining to and effectuating the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252; 42 U.S.C. 2000d to 2000d-4), does hereby grant to the Grantee an easement for a right-of-way for the construction, operation, and maintenance of a highway including control of access thereto from adjoining lands and use of the space above and below the established grade line of the highway pavement for highway purposes on, over, across, in, and upon the following described Federal land within the County of Douglas, State of Oregon:

Township 30 South, Range 9 West, Willamette Meridian

SECTION	SUBDIVISION
1	NW¼NW¼
2	NE¼

as shown colored in orange on the following map:

Drawing No. 10C-15-19, Dated February 1982, a roll map, marked Exhibit "A" attached hereto and made a part hereof, subject, however, to the following terms and conditions:

(1) Outstanding valid claims, if any, existing on the date of this grant, and the Grantee shall obtain such permission as may be necessary on account of any such claims.

(2) Construction of the highway facility is to be undertaken by the Grantee in compliance with the Act entitled "An Act for the preservation of American antiquities" approved June 8, 1960 (34 Stat. 225, 26 U.S.C. 432-433), and State laws where applicable.

(3) The easement herein granted shall terminate ten years from the date of the execution of this deed by the United States of America in the event construction of a highway on the right-of-way is not started during such period.

(4) The easement herein granted is limited to use of the described right-of-way and the space above and below the established grade line of the highway pavement for the purpose of construction, operation, and maintenance of a highway in accordance with the approved plans described in the following condition numbered (5) and does not include the grant of any rights for non-highway purposes or facilities; and Provided, that the right of the Bureau of Land Management to use or authorize the use of any portion of the right-of-way for non-highway purposes shall not be exercised when such use would be inconsistent with the provisions of Title 23 of the United States Code and of the Federal Highway Administration Regulations issued pursuant thereto or would interfere with the free flow of traffic or impair the full use and safety of the highway, and in any case the Federal Highway Administration and the State agency shall be consulted prior to the exercise of such rights; and Provided, further that nothing herein shall preclude the Bureau of Land Management from locating Department of the Interior information signs on the portions of the right-of-way outside of construction clearing limits.

(5) The design and construction of highway projects situated on this right-of-way will be in accord with the provisions of Title 23, U.S.C. Code-Highways, and amendments; the provisions of the Federal-Aid Highway Program Manual issued by the Federal Highway Administration and the construction specifications of the State Highway Department as approved by the Federal Highway Administration for use on Federal-aid projects; and the following terms and conditions specified by the Bureau of Land Management:

(a) By this instrument, the United States (23 U.S.C. 107 (D)) does hereby appropriate, remise, and release to the State, during such time as this Right-of-Way shall be needed and used for highway purposes, all existing, future, and potential underlying owner's and abutter's rights or easements of access to, from, and across the underlying lands and to, from, and between the abutting lands of the United States: Reserving, however, to the United States such underlying land owner's and abutter's rights and easements, during such time as the United States shall own the property underlying or abutting upon said Right-of-Way, as are reasonably necessary, in the judgment of the Authorized Officer of the Bureau of Land Management at the following places for the purposes indicated for the use of itself, its permittees, licensees or agents:
Physical and legal access to the existing road, from its intersection with the realignment, at approximately survey station 1505, as shown on R/W map 9B-16-16, January, 1982. Existing road will be left in place to a point approximately

opposite of station 1493 (Mystic Creek), from this point, opposite of station 1493, to intersection with realignment, near station 1489, the existing road will be ripped.

(b) Grant of Rights-of-Way is subject to the State of Oregon acquiring legal and providing physical access, for the United States, to replace the Signal Tree Road and Highway 42 approach that will be relocated to accommodate highway construction. Subject access shall be acquired prior to construction. Easement acquired for the United States, by the State of Oregon, shall be equivalent to or exceed the existing Signal Tree Road easement both in duration and rights acquired. The new road approach will be constructed and connected to the existing Signal Tree Road utilizing specifications approved by the Roseburg District Office.

(c) The United States reserves title to all trees, now or hereafter growing, standing or down, within the above described right-of-way, subject to the right of the Oregon State Highway Division to clear brush and fell any trees within the right-of-way for the construction, operation and maintenance of a road, provided however, that such clearing and felling shall be done in accordance with the instructions of the authorized officer of the United States including specifications for the bucking and decking of trees of commercial value, the disposal of slash and the protection of the environment.

(d) Prior to construction the Oregon Department of Transportation, Highway Division will enter into a written agreement, with the Roseburg District Office of the Bureau of Land Management, regarding harvest and disposal activities of commercially valuable timber.

(e) Prior to construction the Bureau of Land Management will issue a "Notice to Proceed." Such notice will be based on a detailed plans-in-hand, joint agency ODT/BLM review of proposed construction plans. Any additional mitigating measures or approach road locations identified will be mutually accepted in writing and incorporated, by reference, into this letter of consent.

(6) Consistent with highway safety standards, the Grantee shall:

(a) Protect and preserve soil and vegetative cover and scenic and esthetic values on the right-of-way outside of construction limits.

(b) Provide for the prevention and control of soil erosion within the right-of-way and adjacent lands that might be affected by the construction, operation, or maintenance of the highway, and shall vegetate and keep vegetated with suitable species, all earth cut or fill slopes feasible for revegetation or other areas on which ground cover is destroyed. The Grantee shall maintain all terracing, waterbars, lead-off ditches, or other preventive works that may be required to accomplish this objective. This provision shall also apply to slopes that are reshaped following slides which occur during or after construction.

(7) The Grantee shall establish no borrow, sand, or gravel pits, stone quarry, or permanent storage areas, sites for highway operation and maintenance facilities, camps, supply depot or disposal areas within the right-of-way unless shown on approved construction plans, without first obtaining approval.

(8) The Grantee shall maintain the right-of-way and highway facilities to acceptable standards of repair, orderliness, neatness, sanitation, and safety.

(9) The Grantee shall maintain the right-of-way clearing by means of chemicals only after specific written approval has been given by the Department after consultation with the Bureau of Land Management. Application for such approval must be in writing and specify the time, methods, chemicals, and the exact portion of the right-of-way to be chemically treated.

(10) When need for the easement herein granted shall no longer exist and the area has been reasonably rehabilitated to protect the public and environment, the Grantee shall give notice of that fact to the Secretary of Transportation and the rights herein granted shall terminate and the land shall immediately revert to the full control of the Secretary of the Department of the Interior or its assigns.

The Grantee, in consideration of the conveyance of said land, does hereby covenant and agree as a covenant running with the land for itself, its successors and assigns that (a) no person shall, on the grounds of race, color or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination with regard to any facility located wholly or in part on, over, or under such land hereby conveyed, (b) that the Grantee shall use said land so conveyed in compliance with all requirements imposed by or pursuant to Title 49, Code of Federal Regulations, Department of Transportation, Subtitle A, Office of the Secretary, Part 21, nondiscrimination in federally-assisted programs of the Department of Transportation, in effectuation of Title VI of the Civil Right Act of 1964, and as said Regulations may be amended.

In the event of breach of any of the above-mentioned nondiscrimination conditions, the Department shall have the right to re-enter said land and facilities on said land, and the above-described land and facilities shall thereupon revert to and vest in and become the absolute property of the Department and its assigns, as such interest existed prior to this instrument.

IN WITNESS WHEREOF, I, Robert B. Rutledge, Regional Counsel, pursuant to delegations of authority from the Secretary of Transportation, the Federal Highway Administrator, and the Chief Counsel, Federal Highway Administration, by virtue of authority in me vested by law, have hereunto subscribed my name as of the day and year first above written.

UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By Robert B. Rutledge
Robert B. Rutledge, Regional Counsel

Highway Division
File 50688
10C-51-19

In Presence of:

____

____

STATE OF Oregon)

COUNTY OF Multnomah)

I, Donna Z Juhnke, a Notary Public in and for the State of Oregon, do hereby certify that on this 18th day of July, 1983, before me personally appeared Robert B. Rutledge, Regional Counsel, Federal Highway Administration, and acknowledged that the foregoing instrument bearing date of July 18, 1983, was executed by him in his official capacity and by authority in him vested by law, for the purposes and intents in said instrument described and set forth, and acknowledged the same to be his free act and deed as Regional Counsel, Federal Highway Adminstration.

Witness my hand and seal this 18th day of July, 1983.

Donna Z Juhnke
DONNA Z. JUHNKE
NOTARY PUBLIC-OREGON
My Commission Expires 10/14/86

Donna Z Juhnke
Notary Public for

My Commission Expires 10/14/86

In compliance with the conditions set forth in the foregoing deed, the State of Oregon certifies, and by the acceptance of this deed, accepts the right-of-way over certain land herein described and agrees for itself, its successors and assigns forever to abide by the conditions set forth in said deed.

APPROVED AS TO
LEGAL SUFFICIENCY
Asst. Attorney General
Date 7-6-83

STATE OF OREGON, by and through its
DEPARTMENT OF TRANSPORTATION,
Highway Division

By J B Boyd
J. B. Boyd, Right of Way Manager
7/6/83

STATE OF OREGON, County of Marion

July 6, 1983. Personally appeared J. B. Boyd, who being sworn, stated that he is the Right of Way Manager for the State of Oregon, Department of Transportation, Highway Division, and that this document was voluntarily signed on behalf of the State of Oregon by authority delegated to him. Before me:

Addie L. Egan
Notary Public for Oregon
My Commission expires Oct. 30 1984

96.35

35

STATE OF OREGON
HIGHWAY DIVISION - LOCATION UNIT

INTERoFFICE MEMO

LOC 17
10-1946

TO: James J. Gix
Region 3 Engineer

DATE: July 13, 1983

FROM: Frank E. Terpin
Location Engineer

ORIGINAL SIGNED BY
FRANK E. TERPIN

SUBJECT: Camas Valley-Muns Creek Section
Coos Bay-Roseburg Highway
Douglas County

1 Versteeg ✓
Anderson
Adams
Macnab
Stoudenmeyer
Terpin
Trout
2 Wakerlig

RECEIVED
JUL 13 1983
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up
Action

From information contained in the weekly report of July 9, 1983, it appears that the field survey is virtually complete excepting updated estimates and the location narrative.

There is some urgency to get on with identifying the R/W requirements and writing the R/W descriptions. Will you please have the survey boxed up and sent to this office. The remaining material can follow when it has been completed.

FET:ge

cc J. H. Versteeg

81-125-1387

This notice of authorization must be conspicuously displayed at the site of work.

United States Army Corps of Engineers

13 July 19 83

A permit to widen and realign 2.24 miles of roadway in accordance with the special conditions of the permit.

at Middle Fork Coquille River, Mile 30.0, Douglas County, Camas Valley, OR

has been issued to Oregon State Hwy. Division on 13 July 19 83

Address of Permittee Transportation Building, Salem, Oregon 97310

Permit Number

071-OYA-4-004782

for G E Newgard
R. L. FRIEDENWALD
District Commander

ENG FORM 4336, Jul 81 (ER 1145-2-303) EDITION OF JUL 70 MAY BE USED (Proponent: DAEN-CWO)

ORIGINAL PERMIT AND LETTER SENT TO CONSTRUCTION 7/15/83

cc General Files w/att
Road Design "
Bridge "
Don Keyes "

Application No. 071-OYA-4-004782

Name of Applicant OREGON STATE HIGHWAY DIVISION

Effective Date 13 July 1983

Expiration Date (If applicable) 31 July 1986

DEPARTMENT OF THE ARMY
PERMIT

Referring to written request dated 10 February 1982 for a permit to:

( ) Perform work in or affecting navigable waters of the United States, upon the recommendation of the Chief of Engineers, pursuant to Section 10 of the Rivers and Harbors Act of March 3, 1899 (33 U.S.C. 403);

(X) Discharge dredged or fill material into waters of the United States upon the issuance of a permit from the Secretary of the Army acting through the Chief of Engineers pursuant to Section 404 of the Federal Water Pollution Control Act (86 Stat. 816, P.L. 92-500);

( ) Transport dredged material for the purpose of dumping it into ocean waters upon the issuance of a permit from the Secretary of the Army acting through the Chief of Engineers pursuant to Section 103 of the Marine Protection, Research and Sanctuaries Act of 1972 (86 Stat. 1052; P.L. 92-532);

Oregon State Highway Division
Transportation Building
Salem, Oregon 97310

is hereby authorized by the Secretary of the Army:

to widen and realign 2.24 miles of roadway, including the construction of eight new bridges, widening of one existing bridge, construction of one plate pipe arch, one reinforced concrete box culvert and miscellaneous drainage structures, placement of approximately 20,000 cubic yards of selected rock embankment for erosion protection and approximately 6,400 cubic yards of common embankment below ordinary high water.

in Middle Fork Coquille River, Mile 30.0

at Douglas County, near Camas Valley, Oregon.

in accordance with the plans and drawings attached hereto which are incorporated in and made a part of this permit (on drawings: give file number or other definite identification marks.)

004782 (Holmes and Day Creeks - Middle Fork Coquille River - Fill)

subject to the following conditions:

I. General Conditions:

a. That all activities identified and authorized herein shall be consistent with the terms and conditions of this permit; and that any activities not specifically identified and authorized herein shall constitute a violation of the terms and conditions of this permit which may result in the modification, suspension or revocation of this permit, in whole or in part, as set forth more specifically in General Conditions j or k hereto, and in the institution of such legal proceedings as the United States Government may consider appropriate, whether or not this permit has been previously modified, suspended or revoked in whole or in part.

b. That all activities authorized herein shall, if they involve, during their construction or operation, any discharge of pollutants into waters of the United States or ocean waters, be at all times consistent with applicable water quality standards, effluent limitations and standards of performance, prohibitions, pretreatment standards and management practices established pursuant to the Federal Water Pollution Control Act of 1972 (P.L. 92-500; 86 Stat. 816), the Marine Protection, Research and Sanctuaries Act of 1972 (P.L. 92-532, 86 Stat. 1052), or pursuant to applicable State and local law.

c. That when the activity authorized herein involves a discharge during its construction or operation, of any pollutant (including dredged or fill material), into waters of the United States, the authorized activity shall, if applicable water quality standards are revised or modified during the term of this permit, be modified, if necessary, to conform with such revised or modified water quality standards within 6 months of the effective date of any revision or modification of water quality standards, or as directed by an implementation plan contained in such revised or modified standards, or within such longer period of time as the District Engineer, in consultation with the Regional Administrator of the Environmental Protection Agency, may determine to be reasonable under the circumstances.

d. That the discharge will not destroy a threatened or endangered species as identified under the Endangered Species Act, or endanger the critical habitat of such species.

e. That the permittee agrees to make every reasonable effort to prosecute the construction or operation of the work authorized herein in a manner so as to minimize any adverse impact on fish, wildlife, and natural environmental values.

f. That the permittee agrees that he will prosecute the construction or work authorized herein in a manner so as to minimize any degradation of water quality.

g. That the permittee shall permit the District Engineer or his authorized representative(s) or designee(s) to make periodic inspections at any time deemed necessary in order to assure that the activity being performed under authority of this permit is in accordance with the terms and conditions prescribed herein.

h. That the permittee shall maintain the structure or work authorized herein in good condition and in accordance with the plans and drawings attached hereto.

i. That this permit does not convey any property rights, either in real estate or material, or any exclusive privileges; and that it does not authorize any injury to property or invasion of rights or any infringement of Federal, State, or local laws or regulations nor does it obviate the requirement to obtain State or local assent required by law for the activity authorized herein.

j. That this permit may be summarily suspended, in whole or in part, upon a finding by the District Engineer that immediate suspension of the activity authorized herein would be in the general public interest. Such suspension shall be effective upon receipt by the permittee of a written notice thereof which shall indicate (1) the extent of the suspension, (2) the reasons for this action, and (3) any corrective or preventative measures to be taken by the permittee which are deemed necessary by the District Engineer to abate imminent hazards to the general public interest. The permittee shall take immediate action to comply with the provisions of this notice. Within ten days following receipt of this notice of suspension, the permittee may request a hearing in order to present information relevant to a decision as to whether his permit should be reinstated, modified or revoked. If a hearing is requested, it shall be conducted pursuant to procedures prescribed by the Chief of Engineers. After completion of the hearing, or within a reasonable time after issuance of the suspension notice to the permittee if no hearing is requested, the permit will either be reinstated, modified or revoked.

k. That this permit may be either modified, suspended or revoked in whole or in part if the Secretary of the Army or his authorized representative determines that there has been a violation of any of the terms or conditions of this permit or that such action would otherwise be in the public interest. Any such modification, suspension, or revocation shall become effective 30 days after receipt by the permittee of written notice of such action which shall specify the facts or conduct warranting same unless (1) within the 30-day period the permittee is able to satisfactorily demonstrate that (a) the alleged violation of the terms and the conditions of this permit did not, in fact, occur or (b) the alleged violation was accidental, and the permittee has been operating in compliance with the terms and conditions of the permit and is able to provide satisfactory assurances that future operations shall be in full compliance with the terms and conditions of this permit; or (2) within the aforesaid 30-day period, the permittee requests that a public hearing be held to present oral and written evidence concerning the proposed modification, suspension or revocation. The conduct of this hearing and the procedures for making a final decision either to modify, suspend or revoke this permit in whole or in part shall be pursuant to procedures prescribed by the Chief of Engineers.

l. That in issuing this permit, the Government has relied on the information and data which the permittee has provided in connection with his permit application. If, subsequent to the issuance of this permit, such information and data prove to be false, incomplete or inaccurate, this permit may be modified, suspended or revoked, in whole or in part, and/or the Government may, in addition, institute appropriate legal proceedings.

m. That any modification, suspension, or revocation of this permit shall not be the basis for any claim for damages against the United States.

n. That the permittee shall notify the District Engineer at what time the activity authorized herein will be commenced, as far in advance of the time of commencement as the District Engineer may specify, and of any suspension of work, if for a period of more than one week, resumption of work and its completion.

o. That if the activity authorized herein is not started on or before ______________ day of ______________, 19 ______, (one year from the date of issuance of this permit unless otherwise specified) and is not completed on or before ______________ day of ______________, 19 ______, (three years from the date of issuance of this permit unless otherwise specified) this permit, if not previously revoked or specifically extended, shall automatically expire.

p. That this permit does not authorize or approve the construction of particular structures, the authorization or approval of which may require authorization by the Congress or other agencies of the Federal Government.

q. That if and when the permittee desires to abandon the activity authorized herein, unless such abandonment is part of a transfer procedure by which the permittee is transferring his interests herein to a third party pursuant to General Condition t hereof, he must restore the area to a condition satisfactory to the District Engineer.

r. That if the recording of this permit is possible under applicable State or local law, the permittee shall take such action as may be necessary to record this permit with the Register of Deeds or other appropriate official charged with the responsibility for maintaining records of title to and interests in real property.

s. That there shall be no unreasonable interference with navigation by the existence or use of the activity authorized herein.

t. That this permit may not be transferred to a third party without prior written notice to the District Engineer, either by the transferee's written agreement to comply with all terms and conditions of this permit or by the transferee subscribing to this permit in the space provided below and thereby agreeing to comply with all terms and conditions of this permit. In addition, if the permittee transfers the interests authorized herein by conveyance of realty, the deed shall reference this permit and the terms and conditions specified herein and this permit shall be recorded along with the deed with the Register of Deeds or other appropriate official.

II. **Special Conditions**: (Here list conditions relating specifically to the proposed structure or work authorized by this permit):

a. All construction debris will be disposed of on land in such a manner that it cannot enter the waterway.

b. All piling and lumber treated with creosote or other protective material will be completely dry before use in or near the waterway.

c. Care will be taken to prevent any petroleum products, chemicals, or other deleterious materials from entering the water.

d. Only clean, durable riprap will be used.

e. All areas along the bank, disturbed or newly created by the construction activity, will be seeded, sodded, revegetated, or given some other equivalent type of protection against subsequent erosion.

f. Work in the waterway will be done so as to minimize turbidity increases in the water that tend to degrade water quality and damage aquatic life.

g. When the District Engineer has been notified by a fishery agency that a filling activity is adversely affecting fish or wildlife resources or the harvest thereof, and when the District Engineer subsequently directs remedial measures, the permittee will comply with such directions as may be received to suspend or modify the activity, to the extent required to mitigate or eliminate the adverse effect.

h. If the permittee, during prosecution of the work authorized herein, encounters a previously unidentified archeological or other cultural resource within the area subject to Department of the Army jurisdiction that might be eligible for listing in the National Register of Historic Places, he shall immediately notify the District Engineer.

The following Special Conditions will be applicable when appropriate:

STRUCTURES IN OR AFFECTING NAVIGABLE WATERS OF THE UNITED STATES:

a. That this permit does not authorize the interference with any existing or proposed Federal project and that the permittee shall not be entitled to compensation for damage or injury to the structures or work authorized herein which may be caused by or result from existing or future operations undertaken by the United States in the public interest.

b. That no attempt shall be made by the permittee to prevent the full and free use by the public of all navigable waters at or adjacent to the activity authorized by this permit.

c. That if the display of lights and signals on any structure or work authorized herein is not otherwise provided for by law, such lights and signals as may be prescribed by the United States Coast Guard shall be installed and maintained by and at the expense of the permittee.

d. That the permittee, upon receipt of a notice of revocation of this permit or upon its expiration before completion of the authorized structure or work, shall, without expense to the United States and in such time and manner as the Secretary of the Army or his authorized representative may direct, restore the waterway to its former conditions. If the permittee fails to comply with the direction of the Secretary of the Army or his authorized representative, the Secretary or his designee may restore the waterway to its former condition, by contract or otherwise, and recover the cost thereof from the permittee.

e. Structures for Small Boats: That permittee hereby recognizes the possibility that the structure permitted herein may be subject to damage by wave wash from passing vessels. The issuance of this permit does not relieve the permittee from taking all proper steps to insure the integrity of the structure permitted herein and the safety of boats moored thereto from damage by wave wash and the permittee shall not hold the United States liable for any such damage.

MAINTENANCE DREDGING:

a. That when the work authorized herein includes periodic maintenance dredging, it may be performed under this permit for ________ years from the date of issuance of this permit (ten years unless otherwise indicated);

b. That the permittee will advise the District Engineer in writing at least two weeks before he intends to undertake any maintenance dredging.

DISCHARGES OF DREDGED OR FILL MATERIAL INTO WATERS OF THE UNITED STATES:

a. That the discharge will be carried out in conformity with the goals and objectives of the EPA Guidelines established pursuant to Section 404(b) of the FWPCA and published in 40 CFR 230;

b. That the discharge will consist of suitable material free from toxic pollutants in other than trace quantities;

c. That the fill created by the discharge will be properly maintained to prevent erosion and other non-point sources of pollution; and

d. That the discharge will not occur in a component of the National Wild and Scenic River System or in a component of a State wild and scenic river system.

DUMPING OF DREDGED MATERIAL INTO OCEAN WATERS:

a. That the dumping will be carried out in conformity with the goals, objectives, and requirements of the EPA criteria established pursuant to Section 102 of the Marine Protection, Research and Sanctuaries Act of 1972, published in 40 CFR 220-228.

b. That the permittee shall place a copy of this permit in a conspicuous place in the vessel to be used for the transportation and/or dumping of the dredged material as authorized herein.

This permit shall become effective on the date of the District Engineer's signature.

Permittee hereby accepts and agrees to comply with the terms and conditions of this permit.

x Frank E. Kopin
PERMITTEE

July 12, 1983
DATE

BY AUTHORITY OF THE SECRETARY OF THE ARMY:

for R. L. FRIEDENWALD
Colonel, Corps of Engineers
DISTRICT ENGINEER,
U.S. ARMY, CORPS OF ENGINEERS

13 July 1983
DATE

Transferee hereby agrees to comply with the terms and conditions of this permit.

TRANSFEREE

DATE

☆ U. S. GOVERNMEN' PRINTING OFFICE: 1980—624-404 3-1

Special Conditions: (Cont'd)
071-OYA-4-004782

i. Material excavated from the Umpqua River will not be depositd in the free-flowing waters of other streams and rivers.

j. The vertical extent of bank protection is limited to one foot above the plane of ordinary high water.

k. There shall be no fill of any kind placed below the plane of ordinary high water between stations 1544 + 00 to 1552 + 00.

DEPARTMENT OF THE ARMY
PORTLAND DISTRICT, CORPS OF ENGINEERS
P. O. BOX 2946
PORTLAND, OREGON 97208

February 14, 1983

RECEIVED
STATE HWY ENGR
FEB 15 '83
REFER TO Lerpin
FOR

Info	Invs	R/D	D/R	Sign	Act	File
					X	

Orig
2/16

NPPND-RF-1

Oregon State Highway Division
Transportation Building
Salem, Oregon 97310

RE: 071-OYA-4-004782
(Coquille River - Fill)

Gentlemen:

Your application for work on the navigable waters of the Portland District has been received by this office.

Your application is now being reviewed and has been assigned Number 071-OYA-4-004782 to follow through processing. If a valid permit results, it will bear this number, which should always be used on any correspondence regarding your application.

Please read the attached Certification of Consistency Statement. If you believe your proposed work meets the requirements of the Oregon Coastal Zone Management Program, sign the certification statement and return it to this office so that we can continue processing your application.

You can be assured that your application is being processed as expeditiously as possible to meet the requirements of Federal and State law. If you have any questions, please contact Jerome Simpson , Coordinator, Permit Processing Section at the above address or phone (503) 221-6995.

Sincerely,

Richard K. Johnson
RICHARD K. JOHNSON
Chief, Permit Processing Section

1 Incl
As stated

NPP FL 325
Jun 81

Certification of Consistency with the Oregon Coastal Zone Management Program

RE: Department of the Army Permit
Application No. 071-OYA-4-004782
Applicant: Oregon State Highway Division

Section 307(c)(3) of the Coastal Zone Management Act of 1972 as amended by 16 USC 1456(c)(3) requires the applicant for a Federal permit to conduct an activity affecting land or water uses in the Oregon coastal zone to provide certification that the activity will comply with the Oregon Coastal Zone Management Program.

The proposed activity described in your permit application is within the Oregon coastal zone, and the following certification is required before your application can be processed to Public Notice. Upon receipt of the signed, dated certification, the Public Notice will be issued and will include the certification statement. The Public Notice will be forwarded to the Oregon State Department of Land Conservation and Development (DLCD) for its concurrence or objection. For additional information on the Oregon Coastal Zone Management Program, contact DLCD at 1175 Court Street N.E., Salem, Oregon 97310, or call (503) 378-4926.

You are reminded that the certification process starts at the local level; therefore, if you have not already done so, you should apply for local permits.

CERTIFICATION STATEMENT

I certify that, to the best of my knowledge and belief, the proposed activity described in Department of the Army Application No. 071-OYA- 4-004782 complies with the approved Oregon Coastal Zone Management Program, and will be conducted in a manner consistent with such program.

____
Signature of Applicant

____
Date

NPP FL 328
Apr 81 (Rev)

DEPARTMENT OF THE ARMY
PORTLAND DISTRICT, CORPS OF ENGINEERS
P. O. BOX 2946
PORTLAND, OREGON 97208

July 6, 1983

Navigation Division (ND-RF-1)

NOTED
E. S. HUNTER

Subject: 071-OYA-4-004782 (Holmes and Day Creeks, Middle Fork Coquille River - Fill)

Oregon State Highway Division
Transportation Building
Salem, Oregon 97310

1 Versteeg
Anderson
Adams
Lacanh
Stuckenmeyer
2 Terpin
Treat
Wakerlig

RECEIVED
JUL 11 1983
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up /
Action

RECEIVED
STATE HWY ENGR
JUL 7 '83
REFER TO Hunter
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					X	

Gentlemen:

Inclosed are two unsigned copies of your requested permit.

In order to make this permit valid, please read the conditions of the permit carefully, sign both copies, and return both copies in the inclosed, self-addressed, franked envelope.

Your copy of the fully executed permit will then be returned to you.

To reduce negative environmental impacts of this project, mitigating conditions have been incorporated into the final permit. These conditions include eliminating the fill placed on the riparian habitat at the waste site between stations 1544 + 00 and 1552 + 00, and above the line one foot above ordinary high water.

We also suggest additional measures to reduce impacts. They include reducing the disturbance to existing riparian vegetation, enhancing those areas disturbed by replanting native species of trees and shrubs, and continuing to negotiate with Oregon Department of Fish and Wildlife on fish enhancement measures.

You are cautioned, however, not to begin work under the terms of this permit until you received the fully executed document, as such action would be in violation of Federal Law.

Sincerely,

G. A. Newgard
Chief, Regulatory Functions Branch

Enclosure

RECEIVED
TECHNICAL SERVICES
JUL 8 '83
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

~~Staff~~ 7-9-83
Hal Versteeg
Ok to sign?
Terpin
Ed. signed
& sent 7-12-83

Form E-39 (Rev. 9-71)

OREGON STATE HIGH SION

AUTHORIT VEY

to be picked up on 5/16 - to be microfilmed

Section Mystic Creek-Muns Creek

Highway Coos Bay-Roseburg

County Douglas

ate Sept. 23,1975, 19

horization No. 2

Prefix 10-1946
(Assigned by Salem office)

Description of termini, route, length,

is 0.2 mile westerly
which point is 0.47 mil
Length: 10.92 miles.

51.35, which point
minus is at MP 62.27

Prepare Plans, Specificat and ost Estimates for Grading and Paving and Structures on new alignment.

Purpose of survey:	Field	901	90,000
	Citizen Participation	902	1,000
	Plans	905	10,000
	Bridge	906	20,000
	R/W	909	3,000
	Soils	910	35,000
	Liaison	913	5,000
	Utilities	914	2,000
	Photogrammetry	916	1,500
	Location Studies	918	1,300
	Proj. Mgt	920	200
Estimate of cost:	Specifications	921	1,000
	Environmental	923	10,000
	Planning	924	1,000
	Found. Expl.	926	5,000
	Hearings	980	2,500

Total estimated cost of survey	$ 188,500
Previous authorization	151,500
Additional authorization requested	37,000
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Requests made by:
P.L. Catstensen
Costs & Records Engr.
Field Engineer

Recommended for Approval:
Regional Engineer

Recommended for Approval: W. H. [illegible]
Location Engineer

for

Approved:
Assistant State Highway Engineer

SP*23604-734

Form E-39 (Rev. 9-71)

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Mystic Creek-Muns Creek

Date Sept. 23, 1975, 19

Highway Coos Bay-Roseburg

Authorization No. 2

County Douglas

Survey Prefix 10-1946 (Assigned by Salem office)

Description of termini, route, length, etc.: The Westerly Terminus is at MP 51.35, which point is 0.2 mile westerly of Mystic Creek. The Easterly Terminus is at MP 62.27 which point is 0.47 mile Easterly of Muns Creek.
Length: 10.92 miles.

Prepare Plans, Specifications and Cost Estimates for Grading and Paving and Structures on new alignment.

Purpose of survey:	Field	901	90,000
	Citizen Participation	802	1,000
	Plans	905	10,000
	Bridge	906	20,000
	R/W	909 XXX	3,000
	Soils	910	35,000
	Liaison	913	5,000
	Utilities	914	2,000
	Photogrammetry	916	1,500
	Location Studies	918	1,300
	Proj. Mgt	920	200
Estimate of cost:	Specifications	921	1,000
	Environmental	923	10,000
	Planning	924	1,000
	Found. Expl.	926	5,000
	Hearings	980	2,500

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey	$ 188,500
Previous authorization	151,500
Additional authorization requested	37,000
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by:

P.L. Catstensen
Costs & Records Engr.
Field Engineer

Recommended for Approval:

Regional Engineer

Recommended for Approval: W. H. for
Location Engineer

Approved:
Assistant State Highway Engineer

SP*23604-734

Form E-39 (Rev. 9-71)

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Mystic Creek-Muns Creek

Highway Coos Bay-Roseburg

County Douglas

Date Oct. 8, 1975, 19

Authorization No. 3

Survey Prefix 10-1946 (Assigned by Salem office)

Description of termini, route, length, etc.: The Westerly terminus is at MP 51.35, which point is 0.2 mile westerly of Mystick Creek. The Easterly terminus is at MP 62.27, which point is 0.47 mile Easterly of Muns Creek.

Length: 10.92 miles.

Prepare Plans, Specifications and Costs for Grading, Paving and Structures on new alignment.

Purpose of survey:	Field	901	90,000
	Citizen Participation	902	1,000
	Plans	905	10,000
	Bridge	906	20,000
	R/W	909	3,000
	Soils	910	35,000
	Liaison	913	5,000
	Utilities	914	2,000
	Photogrammetry	916	2,000
	Location Studies	918	2,000
	Proj. Mgt	920	500
Estimate of cost:	Specifications	921	1,000
	Environmental	923	10,000
	Planning	924	2,000
	Foundation Expl.	926	5,000
	Hearings	980	2,500

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey	$191,000
Previous authorization	151,500
Additional authorization requested	39,500
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by:
P.L. Carstensen
Costs & Records Engr. Field Engineer

Recommended for Approval:
Regional Engineer

Recommended for Approval:
Location Engineer

Approved: E S Hunter
Assistant State Highway Engineer

SP*23604-734

NOTED
D. E. SWAN

MINUTES OF PUBLIC MEETING
CALLED BY THE PROJECT CITIZENS' ADVISORY COMMITTEE
WITH REQUESTED HIGHWAY DIVISION SPEAKERS

Rulien

March 15, 1976
Camas Valley School Cafeteria

The meeting was called to order by Chairman James A. Combs and the meeting turned over to Mr. Alfred Shirley, Jr., Regional Engineer.

Mr. Shirley introduced himself and Marty Havig, Project Location Engineer, Glen L. Clark, Regional Federal-aid Engineer, and Don Harwell, City-County Engineer, Salem. He summarized the Oregon Action Plan specifying that the subject project is a Category 1 project requiring a Citizens' Advisory Committee and mentioned that this CAC is the most active in the Region and is doing an excellent job.

The project was explained by Mr. Shirley as encompassing the area from Mystic Creek to Muns Creek and is being developed as three separate construction projects. This is due in part to funding limitations and primarily due to a practical contract size.

The project map was displayed by Marty Havig who further explained the project location and two alternatives to be considered and the amount of money and curvatures involved, with one of the major differences being the amount of earthwork involved in the two alternatives. This will be a Class A primary highway having two 12-foot travel lanes and two 10-foot shoulders, except through the westerly river canyon unit which will have only 8-foot shoulders.

Questions were posed asking if we had considered any other alternatives than those presented, or a combination of these two. Havig replied we haven't necessarily studied a combination of these two, but we have studied alternatives down the north and south sides of the river and virtually every other combination down the middle of the river.

Mr. Clark explained how these problems are approached from a planning standpoint. He said our roads are built for 20 years in the future and we predict and prognosticate what is going to happen to the economy, how it will affect the volume on this road, and how building a new road would generate new traffic. A vast background in our Planning Section would be used to assist in the planning phases. They have already stated that a Class A highway with 10-foot shoulders would give us what is needed over the next 20 years, which is why a four-lane facility is not being considered.

Clark further explained that another facet of the Action Plan requires a public corridor-design hearing, which is predicted to be a year or a year and a half away. Approximately six months after the hearing, it is hoped a decision would have been made as to which route would be chosen.

Questions on how the routes would affect the downtown area were answered in that our proposal is to come through the town area with a curb section, and an average of five to ten feet needed on each side of the highway. Flood plains were also discussed, and various past flood-related problems pointed out by the audience.

NOTED
D. E. SWAN

PROJECT MANAGEMENT
MAY 24 76
REFER TO
FOR
See me
Letter
File
Action
R/D
Investigate
Info

Inquiries involving access control were explained in that no property would be inaccessible that now has access to the highway and that existing accesses would be maintained or relocated.

Those attending were invited to inspect the detail maps in Mr. Havig's office to enable them to better understand what properties might be affected. It was mentioned that at this time it is difficult to state which houses will be involved as it depends on location of septic tanks, cut and fill slope lines, etc. More complete information would be available by the time the hearing is held.

Questions concerning the availability of funds for this project were answered by Mr. Shirley. He stated that availability of federal funds is unknown at present as the Federal Congress has not enacted a current highway bill. However, this subject will be covered in the planned meeting concerning the Six-Year Construction Program to be held in several weeks. Mr. Clark stressed the importance of public input at these meetings.

Clark further explained the traffic volume projected and how it affects the road to be constructed. One individual stated he didn't feel the type of traffic being projected compares to the actual type of vehicles that will travel the highway. It was explained that about 16% of the total traffic volume will be truckers, and that only 10% of the total volume is recorded from 10:00 p.m. to 6:00 a.m., with only two or three hours per day involving peak loads.

The Coos Bay Wagon Road proposal was explained as not being feasible due to the prohibitive costs involved and the insurmountable problems with the environmental impact study.

Climbing lanes were reviewed by Havig, who stated three lanes on both sides of Camas Mountain are being planned beginning at the bottom of the route.

A draft of the environmental assessment will be distributed before the corridor-design hearing is held to allow ample time for review by concerned parties and will contain all social, economic and environmental concerns of the project.

Mr. Shirley ended the meeting by expressing the Highway Division's pleasure at the interest and participation shown at these meetings and thanked them for attending.

dt

James A. Combs
JAMES A. COMBS, Chairman
Citizens' Advisory Committee

cc: L.W. Rulien ✓
F.E. Terpin
Jack McCormick
M.G. Havig

Form E-39 (Rev. 9-71)

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Mystic Creek - Muns Creek
Highway Coos Bay - Roseburg
County Douglas

Date April 30, 1976
Authorization No. 4
Survey Prefix 10-1946 (Assigned by Salem office)

Description of termini, route, length, etc.:

The Westerly terminus is at M.P. 51.35, which point is 0.2 mile westerly of Mystic Creek.

The Easterly terminus is at M.P. 62.27, which point is 0.47 mile easterly of Muns Creek.

Length 1.92 miles.

Prepare Plans, Specifications and Costs for Grading, Paving and Structures on new alignment.

	Field	901	190,000
	Citizen Participation	902	1,000
~~Purpose of survey~~	Plans	905	10,000
	Bridge	906	20,000
	R/W	909	3,000
	XXXXXX Soils	910	45,000
	XXXXXX Traffic	911	100
	Liaison	913	5,000
	Utility	914	2,000
	Photogrammetry	916	2,000
	Location Studies	918	2,000
	Project Mgt	920	500
	Specifications	921	1,000
Estimate of cost:	Environmental	923	35,000
	Planning	924	2,000
	Foundation Exploration	926	5,000
	Hearings	980	2,500
	Seminars	950	600

RF - 29(27)

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey	$326,700
Previous authorization	191,000
Additional authorization requested	135,700
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by: M. S. Haig
Field Engineer

Recommended for Approval: J. L. Wilson
Regional Engineer

Recommended for Approval: Frank E. Tenpin
Location Engineer

Approved: E Hunter
Assistant State Highway Engineer

SP*23604-734

Form E-39 (Rev. 9-71)

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Mystic Creek-Muns Creek

Highway Coos Bay-Roseburg

County Douglas

Date Nov. 17,1976, 19

Authorization No. 5

Survey Prefix 10-1946 (Assigned by Salem office)

Description of termini, route, length, etc.: MP. 51.35 to MP. 62.27

Length: 10.92 miles

Prepare Plans, Spec's & Est. for a reconstruction Proj. on new align.

Purpose of survey:	Field	901	190,000
	Plans	905	10,000
	Bridge	906	20,000
	R/W	909	3,000
	Soils	910	55,000
	Traffic	911	100
	Liaison	913	5,000
	Utility	914	2,000
	Photogrammetry	916	2,000
	Location Studies	918	3,000
	Proj. Mgt.	920	500
	Specifications	921	1,000
	Environmental	923	85,000
Estimate of cost:	Planning	924	2,000
	Found. Expl.	926	5,000
	Seminars	950	2,600
	Hearings	980	2,500

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey	$ 389,700
Previous authorization	326,700
Additional authorization requested	63,000
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by:

P.L. Carstensen
Costs & Records Engr. Field Engineer

Recommended for Approval:

Regional Engineer

Recommended for Approval:

Location Engineer

Approved:

E S Hunter
Deputy ~~Assistant~~ State Highway Engineer

SP*23604-734

Form E-39 (Rev. 9-71)

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Mystic Creek - Muns Creek
Highway Coos Bay - Roseburg
County Douglas

Date Mar. 29, 1977
Authorization No. 5
Survey Prefix 10-1946
(Assigned by Salem office)

Description of termini, route, length, etc.:

The westerly terminus is at M.P. 51.35, which point is 0.2 miles westerly of Mystic Creek. The easterly terminus is at M.P. 62.27, which point is 0.47 miles easterly of Muns Creek. Length is 10.92 miles.

Purpose of survey: Prepare plans, specifications and costs for grading, paving and structures on new alignement.

Estimate of cost:

Field	901	338,000			
Citizen Participation	902	1,000	Location Studies	918	5,000
Final Design	905	10,000	Proj. Mgt	920	500
Bridge	906	20,000	Specifications	921	1,000
R/W	909	3,000	Environmental	923	85,000
Soils	910	60,000	Planning	924	2,000
Traffic	911	100	Found. Expl.	926	5,000
Liaison	913	5,000	Seminars	950	2,800
Utility	914	2,000	Empl. Loc.	955	200
Photogrammetry	916	2,000	Hearings	980	2,500

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey	$ 545,100
Previous authorization	389,700
Additional authorization requested	155,400
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by:
Field Engineer

Recommended for Approval:
Location Engineer

Recommended for Approval:
Regional Engineer

Approved:
Deputy ~~XXXXXX~~ State Highway Engineer

SP*23604-734

D.E.S.

APPROVED

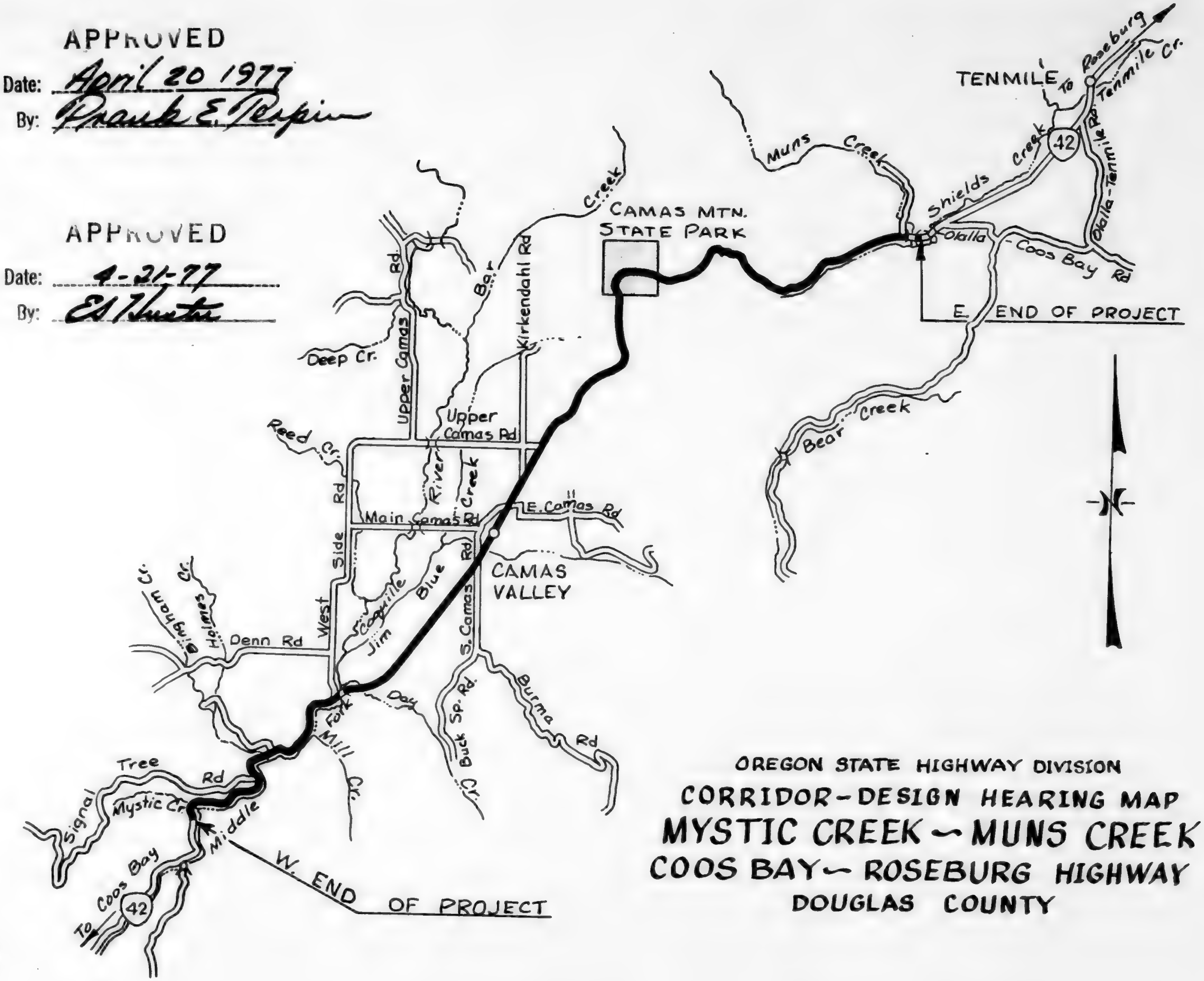
Date: April 20 1977

By: Frank E. Perpin

APPROVED

Date: 4-21-77

By: Ed Hunter


TENMILE
To Roseburg
Tenmile Cr.
42
Shields Creek
Olalla-Tenmile Rd
Muns Creek
Olalla
Coos Bay Rd
E. END OF PROJECT
CAMAS MTN.
STATE PARK
Creek
Bar
Kirkendahl Rd
Upper Camas Rd
Deep Cr.
Upper
Camas Rd
Reed Cr.
River
Creek
Main Camas Rd
E. Camas Rd
West Side Rd
Coquille
Blue
Jim
S. Camas Rd
CAMAS
VALLEY
Denn Rd
Bingham Cr.
Holmes Cr.
Fork
Day
Mill Cr.
Buck Sp. Rd.
Cr.
Burma Rd
Tree Rd
Signal
Mystic Cr.
Middle
To Coos Bay
42
W. END OF PROJECT
N

OREGON STATE HIGHWAY DIVISION

CORRIDOR-DESIGN HEARING MAP

MYSTIC CREEK ~ MUNS CREEK

COOS BAY ~ ROSEBURG HIGHWAY

DOUGLAS COUNTY

OCT 77

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
May 14, 1979

FILE:

FROM: Frank E. Terpin F.E.T.
Location Engineer

TO: D. H. Moehring
Asst. State Highway Engineer

ATTN: D. E. Swan

SUBJECT: Mystic Creek-Muns Creek
Coos Bay-Roseburg Highway
Douglas County
Prefix 10-1946

In response to your request for justification of additional expenditure of preliminary engineering, we are submitting the following:

This is a catagory I project requiring draft and final E.I.S. This type project requires a higher percentage of construction cost for preliminary engineering. The current estimate for construction cost is about $14,000,000 of which 7% or $980,000 is the estimated P.E. A listing of projected functional costs is attached.

Present Project Authorization	$514,000
Additional (Mystic Cr.-Camas V.)	200,000
Additional (Camas V.-Muns Cr.)	266,000
Total Project Authorization	$980,000
Obligate	$780,000

GCW:ge

Attachment

PRELIMINARY ENGINEERING

Major Class 19
(also 07, 08, 09)

Engineering		AUTHORIZATION APPROVED BY FHWA			TOTAL AUTHORIZATION REQUESTED		
901	Resident Engineer				400	000	--
902	Citizens involvement				1	000	--
903	Payment to local government						
904	Consultant fees						
905	Final Design				90	000	--
906	Bridge Design				130	000	--
907	Preliminary design				1	000	--
908	Field testing section (construction)						
909	Right of way descriptions				10	000	--
910	Soils and geology				90	000	--
911	Signing (traffic department)				5	000	--
912	Landscape department				2	000	--
913	Right of way - liaison & relocation				10	000	--
914	Utility liaison				3	000	--
915	Audits by Accounting Section						
916	Photogrammetry				5	000	--
917	Inventory needs				5	000	--
918	Reconnaissance and hydrology				26	000	--
919	Engineering graphics						
920	Project management				1	000	--
921	Specifications				5	000	--
922	Administrative Services - engineering				1	000	--
923	Environmental Section				110	000	--
924	Department of Transportation				2	000	--
925	Air monitoring						
926	Foundation investigation				60	000	--
950	Training courses, conferences & seminars				10	000	--
955	Employee relocation assistance program				2	000	--
960	Personal leave				1	000	--
975	Historical sites inventory						
980	Public hearing charges				10	000	--
985	EEO monitoring expense						
986	"Non-State" employees travel						
		$ 514	000	00	$ 980	000	00

Section: Mystic Creek-Muns Creek

Highway: Coos Bay-Roseburg Highway

County: Douglas County

Prefix: 10-1946

June 12, 1979

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM D. E. Swan
Operation Programming Engineering

SUBJECT Minor Program Change
Project No. RF-29(27)
Mystic Creek-Muns Creek Section
Douglas County

I hereby request your approval of a minor program change to joint finance the subject project utilizing Consolidated Primary funds (Appn. Code 010) to supplement Rural Primary funds (Appn. Code 073) to cover the estimated increase in preliminary engineering costs. Revised financing will be as follows:

Appn. Code	Total Cost	Federal Funds
073	$514,000.00	$401,890.00
010	466,000.00	364,365.00
	$980,000.00	$766,255.00

CL:dmc
cc: R. Hacek

Form E-39 (Rev. 9-71)

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Shields Creek Structure
Date June 26, 1979

Highway Coos Bay-Roseburg 35
Authorization No. 1

County Douglas
Survey Prefix .... (Assigned by Salem office)

Description of termini, route, length, etc.: M.P. 61.85 Length 0.3 miles 40' wide structure with 2-12' travel lanes and 8' shoulders.

Field Survey	901	13,500
Final Design	905	
Bridge Design	906	
Preliminary Design	907	
R/W Descriptions	909	
Soil & Geology	910	
Liaison	913	
Utility	914	
Specifications	921	
Environmental	923	
Fdn Exploration	926	

Purpose of survey: Prepare vicinity map and other necessary field data to replace existing wood structure.

Estimate of cost:

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey . . . . . . $............
Previous authorization . . . .
Additional authorization requested . . . .
Additional authorization approved (Salem) . ...
Total all authorizations approved (Salem) . . ..

Requests made by:
M. G. Havig
M.G. Havig Region 3 Locatubg Engr Field Engineer

Recommended for Approval:
James Gix Regional Constr. Engr Regional Engineer

Recommended for Approval:
Frank E. Pespin
Location Engineer

Approve ....
Assistant State Highway Engineer

SP*23604-734

96-33

NOTE: SHADED AREAS
TO BE COMPLETED
IN SALEM OFFICE

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

DATE 5/31/79

PREFIX

1 - IDENTIFICATION

PROJECT NAME: Shields Creek Bridge #808

HIGHWAY NAME: Coos Bay-Roseburg

HIGHWAY NUMBER: 035

REGION 3	ADMINISTRATIVE DISTRICT 6	COUNTY Douglas	CITY --
LENGTH 0.3	MILEPOST NUMBER 61.85 TO 62.15	☒ RURAL	☐ URBAN

LOCAL GOVERNMENT PROJECT? ☐ YES ☒ NO

IF YES, UNIT OF GOVERNMENT

TYPE OF FUNDS: ☐ FAI ☐ FAP ☐ FAS ☐ STATE ☐ FAUS ☒ OTHER S.B.R.P.

METHOD OF CONSTRUCTION: ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK: ☐ GRADING ☐ PAVING ☒ STRUCTURE ☐ SIGN ☐ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

PROJECT DESCRIPTION

Replace 22' x 66' sturcture constructed in 1922.

New structure will be constructed on or near the present alignment as per the Study Report recommendation for Mystic Creek-Muns Creek Section.

Proposed new structure width, 40-foot roadway.

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME): 1977 - 2,800

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME):

LEVEL OF SERVICE	A	B	C	D	E	F
EXISTING	☐	☐	☐	☐	☐	☐
PROPOSED	☐	☐	☐	☐	☐	☐

DESIGN SPEED (MPH) 60	DESIGN STANDARDS AASHTO	TRAFFIC ANALYSIS ☐ LIGHT ☐ MEDIUM ☐ HEAVY

TRAVEL LANES	2 - 12'	2 - 12'
SHOULDERS	2 - 4'	2 - 8'
MEDIANS		
PARKING LANES		
SIDEWALKS		
BIKEWAYS		
INTERCHANGES		
OTHER:		

	YES	NO	MAYBE
Channelization	☐	☐	☒
Frontage Roads	☐	☒	☐
Traffic Signals	☐	☒	☐
Signing	☒	☐	☐
Illumination	☐	☒	☐
Structures	☒	☐	☐
Stage Construction	☒	☐	☐
Pedestrian Crossing	☐	☒	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☐	☒	☐
Drainage	☐	☒	☐
River ________	☐	☐	☐
Stream Shields	☒	☐	☐
Storm Sewer	☐	☒	☐
Sanitary Sewer	☐	☒	☐
Right of Way	☒	☐	☐
Simple Acquisition	☐	☐	☐
Complex Acquisition	☒	☐	☐
Relocations	☐	☒	☐

	YES	NO	MAYBE
Right of Way (cont.) Improvements	☒	☐	☐
Access Control	☒	☐	☐
Railroad Crossing	☐	☒	☐
At Grade	☐	☒	☐
Separated	☐	☒	☐
Railroad Encroachment	☐	☒	☐
Permits	☒	☐	☐
Conditional Use	☐	☐	☐
Flood Plain	☐	☐	☐
Irrigation District	☐	☐	☐
Water District	☐	☐	☐
Drainage District	☐	☐	☐
Div. of State Lands	☒	☐	☐
Dept. of Geology & Min. Ind.	☐	☐	☐
Corps of Engineers	☒	☐	☐
Coast Guard	☐	☐	☒
DEQ NPS Air Pollution	☐	☐	☐
DEQ NPS Water Pollution	☐	☐	☐
Building	☐	☐	☐
Fish & Wildlife Approval	☒	☐	☐

3 - FEATURES (cont.)

Shields Creek Bridge #808

	YES	NO	MAYBE
Agreements (City-County Etc.) (Done)	☐	☒	☐
Environmental Assessment	☒	☐	☐
Statewide Assessment	☐	☒	☐
Negative Declaration	☐	☒	☐
Environmental Impact Statement Done	☒	☐	☐
4-F Statement	☐	☒	☐
Citizen Advisory Committee	☐	☒	☐
Public Hearing Done	☒	☐	☐
Borrow Source	☒	☐	☐
Material Source	☒	☐	☐
Utilities	☒	☐	☐

Type Telephone Power

	YES	NO	MAYB
Hydraulics Study	☒	☐	☐
Soils Investigation	☒	☐	☐
Airport Clearance	☐	☒	☐
Economic Analysis	☐	☒	☐
Requires Field Survey	☒	☐	☐
Old Survey Available	☐	☒	☐
Requires Vicinity Map	☒	☐	☐
Requires Photogrammetry	☐	☒	☐
Requires Reconnaissance Survey	☐	☒	☐
Reconnaissance Available	☒	☐	☐
Design Review	☐	☐	☐

4 - WORK ITEMS

	TO BE PERFORMED BY		
	APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☐	☒	☐
RIGHT—OF—WAY	☐	☒	☐
CONSTRUCTION ENGINEERING	☐	☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	Completed
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	"
CORRIDOR APPROVAL	( )	"
FIELD SURVEY	(2 Mo)	
PRELIMINARY DESIGN	( )	
DESIGN APPROVAL/FINAL EIS	( )	
RIGHT-OF-WAY DESCRIPTIONS	( )	
RIGHT-OF-WAY ACQUISITION	( )	
P.S. & E. DOCUMENTS	( )	

	(Region)	(Salem)
RECOMMENDED CONSTRUCTION DATE		F 30 '82

ITEM	NEW WORK	OVER EXISTING
Asphaltic Conc. Wearing Surface	5½"	
Cement Treated Base	8"	
Lime Treated Subgrade	6"	

7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	$13,500	
RIGHT OF WAY		
TRAFFIC CONTROL		
ILLUMINATION		
STRUCTURES		$ 200,000
RAILROAD		
ROADWAY		
OTHER		
ENGINEERING & CONTINGENCIES		
PROJECT TOTAL		

SUBMITTED BY ______________________________

STATE OF OREGON INTEROFFICE MEMO PRO 6-2

TO: Frank Lowe, Federal Aid Coordinator
Right-of-Way

DATE: October 26, 1979

FROM: for D. H. Moehring
Asst. State Highway Engineer

SUBJECT: Mystic Creek-Camas Valley Section
Coos Bay-Roseburg Highway
Douglas County

State funds in the amount of $180,500 are authorized to purchase the above subject files. However, prior to the actual negotiations and offer to purchase, clearance to proceed shall be obtained from Project Management.

In order to keep this section eligible for future Federal Aid on construction, it will be necessary to document this purchase in accordance with FHPM 7-7-2.

This is a Fiscal Year 1980 expenditure; if the expense overruns the estimate, please request additional authorization.

Prefix 10-2038 should be used for this expense.

SHM:sr

cc: Benny Vaughn ✓
Cliff Laux ✓

125-1387

9613

ARCHEOLOGY AUTHORIZATION

- Under the terms of the Oregon Department of Transportation - University of Oregon contract dated 16 Oct 1975 and the specifications of PPM 20-7 (March 31, 1971) and supplements thereto, the following project work is authorized:

RF-F-29(27)

Mystic Creek-Muns Creek		10-1946-923 Use Code 131
Project Name		Prefix
Coos Bay-Roseburg		Douglas
Highway	M.P. to M.P.	County

Scope and Description of Work:

Archeological Studies	2nd Quarter Starting Date--May 23, 1980
Archeology Phase(s)	When will work be done QTR-Year
9 man-days	$1,400
Est. of man-days to accomplish	Estimate of cost

Detailed description of work (if applicable): Record and field survey for potential archeological sites in project affected area. Preparation of report for FHWA-ODOT.

Funding:

Is any part of this proposed archeology work not attributable to the highway project? No
Yes-No

If so, what percentage is to be charged to the highway project? 100%
%

ATTACHMENTS:

Identify any plans, letters or proposed budgets and estimates which form part of this agreement:

Aerial photos, detail maps

Action initiated by Marjorie Banks, Name; Environmental Specialist, Title; 5/23/80, Date

Acceptance of terms by University of Oregon ______, Name; Asst Dir OSMU, Title; 5-23-80, Date

Approved by OSHD Gary A. Potter, Name; Manager Env. Section, Title; 5/23/80, Date

Effective date of authorization for work 5-23-80

Approved by FHWA P.V. Riedl, Name; Env. Coord., Title; 8-12-80, Date

---

Comments or Conditions

Resident Engineer:

Martin Havig
PO Box 1128
Roseburg, OR 97470

Phone: 672-0663

STATE OF OREGON
HIGHWAY DIVISION - ODOT

INTEROFFICE MEMO
PRO - 6

TO: D. H. Moehring
Assistant State Highway Engineer

DATE: October 28, 1980

FROM: F. E. Terpin
Location Engineer F.E.T.

ATTN: D. E. Swan

SUBJECT: Mystic Creek-Muns Creek
Coos Bay-Roseburg Highway
Douglas County
RF-29(27)

A supplemental survey authorization has been initiated authorizing preliminary engineering expenditures which exceed those programmed with FHWA. To assist you in reprogramming for additional federal participation, we offer the following justification:

A general overall increase due to inflation as project development is slowed because of unforeseen complexities, i.e., field crew workload demands and personnel turnover, land use issues, an archaeological survey, etc.

Additional specific problems, contributing to the need for an increase request, are identified as:

1) Discovery of several sites on the proposed alignment that are judged to have archaeological significance. Location changes will have to be evaluated at these sites.

2) An omission, in the present authorization, of the required effort to prepare vicinity maps at the stream crossings.

The revised P.E. estimate of $1,258,500 is 5% of the anticipated construction cost.

Present Authorization	$ 980,000
Additional	278,500
TOTAL	$1,258,500

Attached is a listing by P.E. function of the estimated costs.

FET:JWG:ge
cc A. Shirley w/att
P. Lewellyn w/att

Contains
Recycled
Materials
81-125-1387

PRELIMINARY ENGINEERING

Major Class 19
(also 07, 08, 09)

Engineering		AUTHORIZATION APPROVED BY FHWA	TOTAL AUTHORIZATION REQUESTED
901	Resident Engineer	400 000	675 000
902	Citizens involvement	1 000	1 000
903	Payment to local government		
904	Consultant fees		
905	Final Design	90 000	100 000
906	Bridge Design	130 000	76 500
907	Preliminary design	1 000	2 500
908	Field testing section (construction)		
909	Right of way descriptions	10 000	31 000
910	Soils and geology	90 000	110 000
911	Signing (traffic department)	5 000	5 000
912	Landscape department	2 000	
913	Right of way - liaison & relocation	10 000	15 000
914	Utility liaison	3 000	4 000
915	Audits by Accounting Section		
916	Photogrammetry	5 000	2 500
917	Inventory needs	5 000	6 000
918	Reconnaissance and hydrology	26 000	30 000
919	Engineering graphics		
920	Project management	1 000	500
921	Specifications	5 000	9 000
922	Administrative Services - engineering	1 000	200
923	Environmental Section	110 000	120 000
924	Department of Transportation	2 000	2 000
925	Air monitoring		
926	Foundation investigation	60 000	42 000
950	Training courses, conferences & seminars	10 000	16 000
955	Employee relocation assistance program	2 000	300
960	Personal leave	1 000	1 000
975	Historical sites inventory		
980	Public hearing charges	10 000	9 000
985	EEO monitoring expense		
986	"Non-State" employees travel		
		$ 980 000	$ 1 258 500

Section: MYSTIC CR – MUNS CR

Highway: COOS BAY – ROSEBURG

County: DOUGLAS

Prefix: 10-1946

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐ [✓ PRE ☐]
OCT 29 1980
REFERRED TO ____________
FOR ____________
FILE: PM FA LG.

October 30, 1980 PRO 6

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Program Change
Item No. 67
Project No. RF-29(27)
Mystic Creek-Muns (Suicide) Cr.
Douglas County

I request approval of a minor program change to adjust the estimated preliminary engineering costs to reflect more accurately the scope of work, based on the attached justification letter from Mr. Terpin dated 10-28-90.

Approval of this request will involve an increase of $278,500.00 in total cost and obligation of $217,750.00 in Federal funds with revised financing as follows:

	TEC	FF	%
Present	$1,258,500.00	$983,985.00	78.19
Previous	980,000.00	766,235.00	
Difference	$ 278,500.00	$217,750.00	

Funds for this project are available from obligations released on other projects by final voucher submissions or other actions.

RHZ:bke
Attachment

cc: F.E. Terpin

Oregon State Highway Division [illegible]
Salem, Oregon

[illegible]

[illegible]
Coos Bay - Roseburg Highway [illegible]

Revised Project Agreement [illegible]

Type Code PE
Preliminary Engineering
Preliminary Engineering [illegible] $ 980,000.00
Total $ 980,000.00

Length of project [illegible]

Summary of [illegible]

Description	Appn. Code	Total	Federal Funds	State Funds
Preliminary Engineering (RF) [illegible]		$ [illegible]	$ 401,[illegible]	$ 112,110.00
Preliminary Engineering [illegible]		16[illegible],000.00	364,[illegible].00	101,[illegible]5.00
	Total	$ 980,[illegible]	$ [illegible].00	$ 213,765.00

Group 1 - 100 %
[illegible] - 10 [illegible]

CLIFF

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Mystic Creek - Munns Creek
Date November 25, 1980

Highway Coos Bay - Roseburg #35
Authorization No. 6

County Douglas #10
Survey Prefix 10-1946 A
(Assigned by Salem office)

Description of termini, route, length, etc.: The Westerly terminus is MP 51.35, which point is 0.2 mile Westerly of Mystic Creek. The Easterly terminus is at MP 62.27, which point is 0.47 mile Easterly of Munns Creek. Length 10.92 miles.

Purpose of Survey:
Prepare Plans, Specifications, & Cost Estimate for Grading, Paving, and new Structures on new alignment.

RF-29(27)
11-6-80

Estimate of Costs: (Through PS&E Doc.)

Resident Engineer	(901)	$675,000	Recon. & Hydrology	(918)	30,000
Citizens Involvement	(902)	1,000	Project Management	(920)	500
Final Design	(905)	100,000	Specifications	(921)	9,000
Bridge Design	(906)	76,500	Adm. Serv. (Eng.)	(922)	200
Preliminary Design	(907)	2,000	Environmental	(923)	120,000
R/W Descriptions	(909)	31,000	Dept. of Transportation	(924)	2,000
Soils & Geology	(910)	110,000	Foundation Investigation	(926)	42,000
Traffic	(911)	5,000	Training & Seminars	(950)	16,000
Landscape	(912)	0	Employee Relocation	(955)	300
R/W Liaison	(913)	15,000	Personal Leave	(960)	1,000
Utility Liaison	(914)	4,000	Public Hearings	(980)	9,000
Photogrammetry	(916)	2,500			
Inventory Needs	(917)	6,000			

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey	$1,258,500
Previous authorization	545,100
Additional authorization requested	713,400
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by:
original signed by M.G. Havig
Field Engineer

Recommended for Approval:
Location Engineer

Recommended for Approval:
original signed by J. Gix
Regional Engineer

Approved:
Assistant State Highway Engineer

SP*23604-734

[illegible]

ARCHEOLOGY AUTHORIZATION

Under the terms of the Oregon Department of Transportation - University of Oregon contract dated 16 October 1975 and the specifications of PPM 20-7 (March 31, 1971) and supplements thereto, the following project work is authorized:

Mystic Creek-Muns Creek
Project Name

10-1946-923
Prefix

Coos Bay-Roseburg
Highway

M.P. to M.P.

Douglas
County

167
U of O Use Code

067
Environmental Authorization Number

Scope and Description of Work:

Additional Phase I
Archeology Phase(s)

2nd Qtr. Starting Date - May 19, 1981
When will work be done QTR-Year

6 man-days
Estimate of man-days to accomplish

$995
Estimate of Cost

Detailed description of work (if applicable): Record and field survey for potential archeological sites in area affected by proposed new alignment. Prepare report for FHWA-ODOT.

Funding:

Is any part of this proposed archeology work not attributable to the highway project? No
Yes - No

If so, what percentage is to be charged to the highway project? 100%
%

ATTACHMENTS:

Identify any plans, letters or proposed budgets and estimates which form part of this agreement: Mapping for new alignment

---

Action initiated by:

Mafine Banks	Environmental Specialist	5-19-81
Name	Title	Date

OK
P.T.D.

Acceptance of Terms by
University of Oregon:

	Director Oregon State Museum of Anthropology	5/19/81
Name	Title	Date

Approved by OSHD:

Lary Q. Potter	Manager Environmental Section	5-19-81
Name	Title	Date

Approved by FHWA:

Name	Title	Date

Resident Engineer or Contact:

Marty Havig
P.O. Box 1128
Roseburg, OR 97470

Phone: 440-3919

92-3

HIGHWAY DIVISION
PROGRAM SECTION 378-6563

INTEROFFICE MEMO
PRO

TO: DIANE GALIDA
BILLING AND REVENUE

DATE: JUNE 12, 1991

FROM: FOR DON AMAN, MANAGER
FISCAL MANAGEMENT UNIT

SUBJECT: FINAL VOUCHER SUBMISSION

THE CONSTRUCTION PHASE HAS BEEN CONTRACTED ON THE FOLLOWING PRELIMINARY ENGINEERING PROJECTS. THEREFORE, WOULD YOU PLEASE HAVE THE NECESSARY ACTION TAKEN FOR THE SUBMISSION OF THE FINAL VOUCHER.

PROJECT NO.	SECTION	CONSTRUCTION PROJECT NO.	PS&E DATE	LETTING DATE
RF-F-29(27)	MYSTIC CREEK- MUNS CREEK	SA-35(5) STATE CON.	01-04-90	01-25-90

* INDICATES R/W INCLUDED. FINAL VOUCHER MAYBE DELAYED.

DDB

CC: SHIRLEY WILLIAMS, FHWA
FILE

ARCHEOLOGY AUTHORIZATION

Under the terms of the Oregon Department of Transportation - University of Oregon contract dated 16 October 1975 and the specifications of PPM 20-7 (March 31, 1971) and supplements thereto, the following project work is authorized:

RF-29(27)

Mystic Creek-Muns Creek (2nd Revision) Project Name	10-1946-923 Prefix

Coos Bay-Roseburg Highway	 M.P. to M.P.	Douglas County

175 U of O Use Code	075 Environmental Authorization Number

Scope and Description of Work:

Phase I Archeology Phase(s)	4th Qtr. Starting Date -- October 16, 1981 When will work be done QTR-Year
6.0 man-days Estimate of man-days to accomplish	$1,000 Estimate of Cost

Detailed description of work (if applicable): Record and field survey for potential archeological sites in project affected area. Prepare report for FHWA-ODOT.

Funding:

Is any part of this proposed archeology work not attributable to the highway project? No (Yes - No)

If so, what percentage is to be charged to the highway project? 100 %

ATTACHMENTS:

Identify any plans, letters or proposed budgets and estimates which form part of this agreement: Detail maps

---

Action initiated by:

Marjorie Banks — Environmental Specialist — 10/16/81 — OK P. T.

Name — Title — Date

Acceptance of Terms by University of Oregon:

Director
Oregon State Museum of
Anthropology

10/16/81

Name — Title — Date

Approved by OSHD:

Larry A. Potts — Manager Env. Section — 10-16-81

Name — Title — Date

Approved by FHWA:

Name — Title — Date

Resident Engineer or Contact:

Martin Havig
1038 W. Harvard
Roseburg, OR 97470

Phone: 440-3419

5/23/80

ARCHEOLOGY AUTHORIZATION

Under the terms of the Oregon Department of Transportation - University of Oregon contract dated 16 October 1975 and the specifications of PPM 20-7 (March 31, 1971) and supplements thereto, the following project work is authorized:

F-RF-29(27)

Mystic Creek-Muns Creek		10-1946-923
Project Name		Prefix
Coos Bay-Roseburg		Douglas
Highway	M.P. to M.P.	County
177	077	
U of O Use Code	Environmental Authorization Number	

Scope and Description of Work:

Additional Phase I-Kirkendall Area	1st Qtr. 1982 Starting Date--December 15, 1981
Archeology Phase(s)	When will work be done QTR-Year
6.0 Man-days	$1,000
Estimate of man-days to accomplish	Estimate of Cost

Detailed description of work (if applicable): Record and field survey for potential archeological sites in project affected area. Prepare report for FHWA-ODOT.

Funding:

Is any part of this proposed archeology work not attributable to the highway project? No
Yes - No

If so, what percentage is to be charged to the highway project? 100%
%

ATTACHMENTS:

Identify any plans, letters or proposed budgets and estimates which form part of this agreement: Mapping, project information

---

Action initiated by:

Majorie Banks — Environmental Specialist — 12/15/81 — OK 12/15

Name — Title — Date

Acceptance of Terms by University of Oregon:

D E Dumond — Director Oregon State Museum of Anthropology — 12/15/81

Name — Title — Date

Approved by OSHD:

Larry A. Potter — Manager Env. Section — 12/15/81

Name — Title — Date

Approved by FHWA:

Name — Title — Date

Resident Engineer or Contact:

Martin Havig
1038 W. Harvard
Roseburg, OR 97470

Phone: 440-3419

APPROVED
Federal Hwy. Adm.
Effec. 5/23/80

STATE OF OREGON
HIGHWAY ACCOUNTING
EXTERNAL AUDIT UNIT - 8-2878

INTEROFFICE MEMO

FILE: ACC 5-4

TO: Vernon E. Skoog
Controller

DATE: February 25, 1982

FROM: Dettmar W. Jones
Staff Auditor D.W.J.

SUBJECT: Audit Report No. 224
University of Oregon
Archeological Studies

I have completed an audit of the State's agreement with the University of Oregon for various federal and state project numbers. The agreement authorized $370,000. State initiated it on January 1, 1976. Total costs incurred were $234,240 during the entire project period, of which $94,415 was incurred (this audit) in the period July 1, 1979-December 31, 1980.

My examination was made in accordance with GAO standards as implemented by OSHD audit policy. Accordingly the audit included such tests, observations and inquiries of University records, procedures and internal controls as I considered necessary to provide assurance that financial operations were properly conducted, financial reports were presented fairly and that the University complied with applicable laws and regulations.

In my opinion the above conditions were generally adequate to assure a fair presentation of the claim.

Accordingly, in my opinion, audited costs of $94,415.32 were eligible for participating under terms of the agreement. There are no unpaid claims from the University incurred in this audit period. The project is continuing on a calendar year basis.

APPROVED
V. E. Skoog
V. E. SKOOG, Controller
Oregon State Highway Division

DWJ:njc

Contains Recycled Materials

University of Oregon
Archeological Studies

FEDERAL AID PROJECTS - FINAL

U of O Use Code	Description	FAP No.	Billed To 6-30-79	OSHD Prefix
009	25th to Lancaster	U-265(12)	$ 16,189.43	124-1968
014	Abert Lake I	RS-1-901(1)	799.75	19-1918
025	Abert Lake II	RS-1-901(1)	12,309.80	19-1918
050	Forest-Ochoco III	OS-0700(1)	10,593.88	207-1981
060	Deer Is. Wayside	RF-27(9)	226.80	5-1912
	II			10-1947
065	Martin Cr.-Anlauf	1-5-3(11)	1,935.56	610-1985
	II			13-1982
070	Wagontire-Lake C.	RS-600(1)	1,817.06	37-1452
078	Brogan Hill III	RF-17(2)	8,594.75	23-1958
080	Reede-Drink. II	RF-187(17)	6,075.13	13-1985
085	Warren-Scap. II	RF-27(9)	2,610.42	5-1912
090	Beatty Curve I	HHS-48(1)	495.43	18-1931
092	Beatty Curve II	HHS-48(1)	8,338.23	
095	Ore. For. Hwy. 46		585.42	109-1478
108	I-82 Corr. J. II	I-82-1(1)	5,865.02	630-1960
112	Rattlesnake Cr.	F-88-2(3)	581.36	12-1911
058	Oak Ranch Cr. Br.		227.33	105-1428
113	Battlecreek-N. Jef.	I-5-4(63)	472.12	622-1902
114	Lewisburg-Granger	RRO-000S(23)	411.77	202-1948
116	Deercreek	RS-A696(1)	510.66	536-1955
117	Davis L.-OFH58		892.36	518-1434
118	Banfield Trans.	IX-323(29)	1,293.30	26-1906
122	Foster Res.-Trout		221.38	22-1462
126	Kings-Highland	M-2120(1)	744.01	302-1939
129	Sutton Lake	F-144(16)	924.12	20-1982
130	Lantana-Witham	M-2110(1)	732.80	302-1938
133	S. Santiam R. Br.	RS-A483(1)	744.84	522-1955
135	Belt Line Rd.		823.23	20-8282
136	Hudson Slough	BRS-A409(2)	879.37	510-1993
137	Stanfield Inter.	F-81(2)	1,248.59	30-1932
120	Gold Beach ...		1,500.85	124-8267
121	Park Pl. CCC	IX-78(1)	889.64	103-1964
123	Umatilla Br. II	I-82-1(1)	795.85	630-1960
115	I-82 add. Ph. II	I-82-1(1)	3,507.17	630-1960
127	Noti-Veneta, E	RF-331(5)	813.21	20-1963
131	Mystic Cr.-Muns	[redacted]	1,374.46	10-1946
134	Mystic Cr. Muns II	[redacted]	21,342.92	10-1946
111	S. Lake Abert Val. II	RS-1900(101)	17,894.80	19-1918

U of O Use Code	Description	FAP No.	Billed To 6-30-79	OSHD Prefix
119	FH27-Marks Cr. II		$ 10,687.09	7-8209
124	FH46-E. Deschutes		2,462.38	515-1434
125	Park Pl-CCC II		5,091.87	103-1964
128	Cannon Beach I (SUSP)		--	4-1928
132	Noti-Veneta E. II		10,400.94	20-1963
138	Boardman SRA		777.85	14-1495
139	Center St., State St.		213.83	324-1942
140	Fossil Cr.-Dome Cr.		189.75	12-1057
141	Chemawa-Hickory		430.59	324-1941
142	State/23rd-Lancaster		84.61	24-1966
143	Coast Range-Dudler		314.95	2-1934
144	Coquille R. Br. I		92.89	106-1941
145	Bethel Cr.-Stone...		124.10	6-1950
146	FH55, Faraday...		168.84	103-1404
148	Powers Wayside		181.10	106-1903
149	McLeod Lane-Oer		--	324-1980
150	Sunset-Beaverton		--	34-1917
151	182nd-Birdsdale S.E.		--	26-1925
	Total FAP's		$166,483.61	

```
PW260                  OVERHEAD DISTRIBUTION TO CONSTRUCTION WORK ORDERS        PAGE     1
ACCT PERIOD  0301                                                 00143141  RUN DATE 15 FEB 83
                                          OVERHEAD  ON   OVERHEAD  ON       TOTAL
OVERHEAD ITEM DESCRIPTION                     LABOR         MATERIAL        OVERHEAD
17 PREPAYMENTS APPLIED                        361.13                          361.13
22 INDIRECT LABOR                           1,716.33                        1,716.33
34 TRANSPORTATION                             237.00                          237.00
39 STORES EXPENSE                                            6,148.88        6,148.88
80 OVERHEAD (VARIOUS)                      12,729.46                       12,729.46
87 CLEARING                                   309.64                          309.64
89 WRITE OFF                                  560.75                          560.75

              TOTAL OVERHEAD               15,922.31         6,148.88      22,071.19
              DIRECT LABOR                 24,539.11
              MATERIAL USED                                 10,160.73
              OVERHEAD RATE                    .6488            .6051





15992 00001          186.28        278.94        120.86        168.79         289.65
 TOTAL W/O           186.28        278.94        120.86        168.79         289.65

15993 00001          764.38         76.19        495.93         46.10         542.03
 TOTAL W/O           764.38         76.19        495.93         46.10         542.03

15994 00001          657.86        210.86        426.82        127.59         554.41
 TOTAL W/O           657.86        210.86        426.82        127.59         554.41

15998 00001          628.94        963.06        408.06        582.75         990.81
 TOTAL W/O           628.94        963.06        408.06        582.75         990.81

16010 00001          450.03        253.34        291.98        153.30         445.28
 TOTAL W/O           450.03        253.34        291.98        153.30         445.28

16018 00001          221.88                      143.96                       143.96
 TOTAL W/O           221.88                      143.96                       143.96
```

66.56-	66.56-
	14.79
	14.79
84.89	151.13
84.89	151.13
1,061.86	1,709.34
1,061.86	1,709.34
913.01	1,533.09
913.01	1,533.09
128.59	260.19
128.59	260.19
	27.00
	27.00
122.39	262.39
122.39	262.39
	18.64
	18.64
4.85	172.79
4.85	172.79
	379.50
	379.50
397.19	424.93
397.19	424.93
	153.51
	153.51
45.59	97.33
45.59	97.33

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

PROJECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
SR42, 4.45 mi. S.W. Camas Valley, N.E. 2.2 mi.		2,450	---	--	10	Oregon	41	A06*	20043

POSED WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
. Pave., 10 Str's,								F-	14	(17)		

FUNDS
ted Primary

COUNTY NAME: Douglas
CODE: 019

ROUTE NO. P
FEDERAL-AID: 14
STATE: 35
U.S.: ---

PROGRAM STAGE: ☐ 1 OR ☐ 2

ESTIMATED PROJECT COST BY PHASES

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS 95%*	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE								
ROW								
CONST (CODE) I000 X081 X034 X021 Y003		"Mystic Cr.-Camas Valley Section"	2.203	7,363,000	6,994,800	368,200		ROW-95' min.; Access Control-partial Parking Restrictions-none. Including utility adjustments J
ED BY JLG		PROJECT TOTALS	2.203	7,363,000	6,994,800	368,200		

APPROVAL DATES 3-01-83

*EGC Highway

REMARKS
Additional Data: Item No's. RF-67 & 20043;
Project No's. RF-F-29(77) &
F-14(11)

46A

-OVER-

USCOMM DUSCOMM-DC 48905-P61

Budget Bureau No. 41-R2067; Approval E

U.S. DEPARTME
BUREAU

BU2

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

CARD 2	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces) SR42, 4.45 mi. S.W. Camas Valley, N.E. 2.2 mi.	ADT	PRESENT 2,450	FUTURE ---	YEAR --	REGION 10	STATE NAME Oregon	STATE CODE 41

										PROJECT NUMBER		
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Gr, Dr, H.T. Pave., 10 Str's, Landscape	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PREFIX LETTER(S) F-	NUMBER 14	SEQ. NO. (17)

CARD 4	CLASS OF FEDERAL FUNDS Consolidated Primary	COUNTY NAME Douglas				CODE 019
	NAME OF URBAN AREA ---	ROUTE NO. P	FEDERAL-AID 14	STATE 35	U.S. ---	

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS 95%*	STATE FUNDS	OTHER FUNDS
1	(14-15)	116	41	42	43	53						
5					PE							
5					ROW							
5					CONST (CODE) I000 X081 X034 X021 Y003		"Mystic Cr.-Camas Valley Section"	2.203	7,363,000	6,994,800	368,200	
CARD 1	CODE 1	PREPARED BY	JLG	PROJECT TOTALS				2.203	7,363,000	6,994,800	368,200	
1	14	PROGR. APPROVAL DATES	3-01-83									

*EGC Highway

ROW-95
Access
Parkin
none
Incl
utili

REMARKS
Additional Data: Item No's. RF-67 & 20
Project No's. RF-F-29
F-14(11

0101946A

USCOMM

ne project consists of (1) grade, drain and high-type foot travel lanes with 8-foot paved shoulders; (2) construct structures tabulated below; (3) utility adjustment as) landscaping involving furnish and planttrees as directed; dental work common to this type of construction.

Description	Type Code	Estimated Cost
wy over waterway; prestressed oncrete beam; L-271'; HC-40'	X081	$535,900
wy over waterway; prestressed onc. beam; L-287'; HC-40'	X081	517,700
wy over waterway; prestressed onc. beam; L-220'; HC-40'	X081	461,900
wy over waterway; prestressed onc. bulb-T beam; L-125'; HC-40'	X081	308,000
wy over waterway; prestressed onc. beam; L-180'; HC-40'	X081	356,000
wy over waterway; prestressed onc. beam; L-275'; HC-40'	X081	387,100
wy over waterway; Str. plate rch; span 23'-9"; rise 12'-1"	X034	145,700
wy over waterway; prestressed onc. beam; L-230'; HC-40'	X081	453,300
wy over waterway; prestressed onc. beam; L-100'; HC-40'	X081	210,300
wy over waterway; RCDG; L-146' C-variable (min 40')	X021	186,700
TAL		$3,562,600

ructure widened for public road connection.

Data for FHWA-37:

Type Code I000	(Roadway)	$3,764,500
Type Code X081	(Bridge)	3,230,200
Type Code X034	(Str. PL Arch)	145,700
Type Code X021	(Bridge)	186,700
Type Code Y003	(Landscaping)	35,900

Note:

(1) This project is in Congressional District No. 4.

(2) Included in FY 1983 AP in the January 1982 HIP on page 15, index 333 and in February 1983 SOCL on page 5 as No. 5.

(3) On-the-job trainees, as set forth in FHPM 6-4-1, on this project will be determined at P.S. & E. stage and the number stipulated in the P.S. & E. document.

Project Data: The project consists of (1) grade, drain and high-type pave two 12-foot travel lanes with 8-foot paved shoulders; (2) construct or widen ten structures tabulated below; (3) utility adjustment as required; (4) landscaping involving furnish and planttrees as directed; and (5) incidental work common to this type of construction.

Structures:

Bridge No.	Description	Type Code	Estimated Cost
16410	Hwy over waterway; prestressed concrete beam; L-271'; HC-40'	X081	$535,900
16411	Hwy over waterway; prestressed conc. beam; L-287'; HC-40'	X081	517,700
16412	Hwy over waterway; prestressed conc. beam; L-220'; HC-40'	X081	461,900
16413	Hwy over waterway; prestressed conc. bulb-T beam; L-125'; HC-40'	X081	308,000
16414	Hwy over waterway; prestressed conc. beam; L-180'; HC-40'	X081	356,000
16415	Hwy over waterway; prestressed conc. beam; L-275'; HC-40'	X081	387,100
16416	Hwy over waterway; Str. plate arch; span 23'-9"; rise 12'-1"	X034	145,700
16606	Hwy over waterway; prestressed conc. beam; L-230'; HC-40'	X081	453,300
16607	Hwy over waterway; prestressed conc. beam; L-100'; HC-40'	X081	210,300
*559B	Hwy over waterway; RCDG; L-146' HC-variable (min 40')	X021	186,700
	TOTAL		$3,562,600

* Existing structure widened for public road connection.

Data for FHWA-37:

Type Code I000	(Roadway)	$3,764,500
Type Code X081	(Bridge)	3,230,200
Type Code X034	(Str. PL Arch)	145,700
Type Code X021	(Bridge)	186,700
Type Code Y003	(Landscaping)	35,900

Note:

(1) This project is in Congressional District No. 4.

(2) Included in FY 1983 AP in the January 1982 HIP on p
15, index 333 and in February 1983 SOCL on page 5 a
No. 5.

(3) On-the-job trainees, as set forth in FHPM 6-4-1, on
this project will be determined at P.S. & E. stage
the number stipulated in the P.S. & E. document.

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PW260             OVERHEAD DISTRIBUTION TO CONSTRUCTION WORK ORDERS       PAGE     1
ACCT PERIOD  8303                                       14:46:04  RUN DATE 12-APR-83
                                     OVERHEAD  ON   OVERHEAD  ON      TOTAL
OVERHEAD ITEM DESCRIPTION               LABOR         MATERIAL       OVERHEAD
17 PREPAYMENTS APPLIED                  361.13                         361.13
22 INDIRECT LABOR                     1,604.31                       1,604.31
34 TRANSPORTATION                       139.06                         139.06
39 STORES EXPENSE                                     6,454.55       6,454.55
80 OVERHEAD (VARIOUS)                10,086.82                      10,086.82
86 ADJUSTMENT                        12,797.68-                     12,797.68-
87 CLEARING                             317.82                         317.82
89 WRITE OFF                            568.75                         568.75

              TOTAL OVERHEAD            280.21        6,454.55       6,734.76
              DIRECT LABOR           20,657.61
              MATERIAL USED                          32,264.56
              OVERHEAD RATE              .0135          .2000
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FW260                  OVERHEAD DISTRIBUTION TO CONSTRUCTION WORK ORDERS        PAGE     1
ACCT PERIOD  8303                                          14:46:04  RUN DATE 12-APR-83
                                              OVERHEAD  ON    OVERHEAD  ON     TOTAL
 W/O    J/O   DIRECT LABOR  MATERIAL USED        LABOR          MATERIAL      OVERHEAD
13931 00001          26.23                             .35                          .35
 TOTAL W/O           26.23                             .35                          .35

15400 00001         160.21                            2.16                         2.16
 TOTAL W/O          160.21                            2.16                         2.16

15757 00001          13.12          26.23              .18           5.25          5.43
 TOTAL W/O           13.12          26.23              .18           5.25          5.43

15864 00001          88.02         333.81             1.19          66.76         67.95
 TOTAL W/O           88.02         333.81             1.19          66.76         67.95

15928 00001         194.79         185.96             2.63          37.19         39.82
 TOTAL W/O          194.79         185.96             2.63          37.19         39.82

15978 00001          52.26                             .71                          .71
 TOTAL W/O           52.26                             .71                          .71

15982 00001         709.86         786.48             9.58         157.30        166.88
 TOTAL W/O          709.86         786.48             9.58         157.30        166.88

15993 00001          15.67                             .21                          .21
 TOTAL W/O           15.67                             .21                          .21

16016 00001          25.10                             .34                          .34
 TOTAL W/O           25.10                             .34                          .34

16023 00001          85.84          60.46             1.16          12.09         13.25
 TOTAL W/O           85.84          60.46             1.16          12.09         13.25

16036 00001          49.03          20.10              .66           4.02          4.68
 TOTAL W/O           49.03          20.10              .66           4.02          4.68

16037 00001          48.93                             .66                          .66
 TOTAL W/O           48.93                             .66                          .66

16038 00001         107.00                            1.44                         1.44
 TOTAL W/O          107.00                            1.44                         1.44

16045 00001         293.40          59.16             3.96          11.83         15.79
 TOTAL W/O          293.40          59.16             3.96          11.83         15.79

16080 00001         922.75                           12.46                        12.46
 TOTAL W/O          922.75                           12.46                        12.46

16081 00001                        749.72                          149.94        149.94
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PW270                  OVERHEAD DISTRIBUTION TO  RETIREMENT  WORK ORDERS       PAGE     1
ACCT PERIOD  8303                                            14:52:03  RUN DATE 12-APR-83
                                      OVERHEAD  ON
OVERHEAD ITEM DESCRIPTION               LABOR
22 INDIRECT LABOR                       229.14
80 OVERHEAD (VARIOUS)                 2,659.24

               TOTAL OVERHEAD         2,888.38
               DIRECT LABOR           5,639.89
               OVERHEAD RATE             .5121




 TOTAL W/O            161.38                82.64

16120 00001            81.96                41.97
 TOTAL W/O             81.96                41.97

16149 00001            42.92                21.98
 TOTAL W/O             42.92                21.98

16164 00001            67.00                34.31
 TOTAL W/O             67.00                34.31

16168 00001            97.00                49.67
 TOTAL W/O             97.00                49.67

16169 00001           148.70                76.15
 TOTAL W/O            148.70                76.15

16170 00001            16.24                 8.32
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PW270                      OVERHEAD DISTRIBUTION TO  RETIREMENT  WORK ORDERS         PAGE     1
ACCT PERIOD  8303                                                  14:52:03  RUN DATE 12-APR-83
                                                OVERHEAD  ON
  W/O   J/O   DIRECT LABOR                        LABOR
 15400 00001         112.24                         57.48
  TOTAL W/O          112.24                         57.48

 15758 00001         132.11                         67.65
  TOTAL W/O          132.11                         67.65

 16037 00001          29.34                         15.03
  TOTAL W/O           29.34                         15.03

 16045 00001          58.68                         30.05
  TOTAL W/O           58.68                         30.05

 16065 00001         127.68                         65.38
  TOTAL W/O          127.68                         65.38

 16080 00001          26.23                         13.43
  TOTAL W/O           26.23                         13.43

 16091 00001         135.03                         69.15
  TOTAL W/O          135.03                         69.15

 16092 00001          90.02                         46.10
  TOTAL W/O           90.02                         46.10

 16099 00001         161.38                         82.64
  TOTAL W/O          161.38                         82.64

 16120 00001          81.96                         41.97
  TOTAL W/O           81.96                         41.97

 16149 00001          42.92                         21.98
  TOTAL W/O           42.92                         21.98

 16164 00001          67.00                         34.31
  TOTAL W/O           67.00                         34.31
```

ORDER FOR FORCE WOR

1-P

ORDER No. 2

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

WORK TO BE DONE BY Douglas Electric Cooperative Inc. CONTRACT No. 9633
(State Forces or Utility, Railroad, Local Government Unit, etc.—by name)

PROJECT NAME Mystic Creek - Camas Valley Section DATE May 18, 1983

HIGHWAY Coos Bay - Roseburg FAP No. F-14(17)

COUNTY Douglas PREFIX 10-1021 FUNCTION 285-02

DESCRIPTION OF WORK TO BE DONE:

Relocate electric pole line that is in conflict with project plans.

LOCATION BY STATION NUMBERS:

1530 to 1600

PR1240 OLC/

ESTIMATE OF QUANTITIES & COSTS:

See Attached Estimate - $15,139.00

EXPLANATION:

This work is included in the project authorization. Relocation of the electric pole line is required to clear areas for reconstruction of the highway.

Prepare a separate order for each type of force work.
Submit the original as indicated below:

CONTRACT PROJECTS AND MISC: Submit original through channels to Construction Engineer in Salem. After approval copies will be sent to the Region Engineer, Resident Engineer and Highway Accounting.

TITLE II PROJECTS NOT UNDER CONTRACT: Submit original through channels to Traffic Engineer in Salem. After approval two copies will be sent to the Region Engineer and one copy to Highway Accounting.

CONTRACT PROJECTS ONLY:

Project Authorization . . . . $

Present estimate of costs including work under this Force Order . . . . . . $

Estimated Overrun Underrun Amount . . . . . $

Estimated Overrun Underrun Percent

SUBMITTED BY: J. E. Christopherson

TITLE: Region Utility Specialist

APPROVAL RECOMMENDED:

TITLE: Utility Relocation Coordinator

APPROVAL RECOMMENDED:

TITLE:

APPROVAL RECOMMENDED:
Region Engineer

APPROVED: Duane O. Christensen 5/26/
for
Construction ~~or Traffic~~ Engineer

DO NOT USE THIS FORM FOR FORCE ACCOUNT (EXTRA WORK) BY CONTRACTORS OR SUBCONTRACTORS ON CONTRACT

Date: July 5, 1983 PRO 6-2

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: Gary A. Potter, Manager
Program Section

Subject: Program Change
Item No. 67
Project No. RF-F-29(27)
Mystic Creek-Muns Creek
Douglas County

I request approval of a minor program change to adjust the estimated preliminary engineering costs to reflect more accurately the scope of work, based on the attached justification letter from Mr. Terpin dated June 29, 1983.

Approval of this request will involve an increase of $399,260.00 in total cost and obligation of $312,181.00 in Federal Funds (Appn Code 010) with revised financing as follows:

	TEC	FF	%
Present	$ 1,657,760.00	$ 1,296,166.00	78.19
Previous	1,258,500.00	983,985.00	
Difference	$ 399,260.00	$ 312,181.00	

RHZ:bks
Attachment

cc: F.E. Terpin
Shirley Williams

STATE OF OREGON
HIGHWAY DIVISION - LOCATION UNIT

INTEROFFICE MEMO

LOC 17
10-1946

TO: D. E. Swan
Program Control Engineer

DATE: June 29, 1983

FROM: Frank E. Terpin
Location Engineer

SUBJECT: Mystic Creek-Muns Creek
Coos Bay-Roseburg Highway
Douglas County
10-1946

The preliminary engineering costs to develop the subject project exceed the present authorization. To assist you in requesting supplemental federal funding, we offer the following comments:

The cost for a Phase III archeological study had not been estimated in survey authorizations. Function 901 (Project Manager) costs are those costs to allow completion of the field work only on the Camas Valley-Muns Creek and the Camas Valley sections. The costs for the other functions are adjusted to reflect their actual expenditures.

The preliminary engineering costs are $1,657,760.

Attached is a list of the function costs breakdown.

FET:RTN:ge
Attachment

cc w/att J. X. Gix

PROGRAM SECTION
MANAGER ______ PROJECT UNIT S ✓
JUN 1983
MAN. ASSIST. ______ PROGRAM UNIT ______
REFER TO ______
FOR ______

PRELIMINARY ENGINEERING

		AUTHORIZATION APPROVED BY FHWA	REVISED AUTHORIZATION REQUESTED
901	Project Manager	$ 675 000	$ 765 000
902	Citizens Involvement	1 000	100
903	Local Government		
904	Consultants Fees		
905	Final Design	100 000	80 000
906	Bridge Design	76 500	124 000
907	Preliminary Design	2 000	2 000
909	R/W Descriptions	31 000	20 000
910	Region Geology	110 000	140 000
911	Traffic Section	5 000	2 000
912	Landscape Department		
913	R/W - Liaison	15 000	18 000
914	Region Utility Liaison	4 000	5 000
915	Audit Services		
916	Photogrammetry	2 500	2 000
918	Location	30 000	52 000
920	Program Management	500	3 000
921	Specifications	9 000	14 000
922	Adm Services (Engineering)	200	300
923	Environmental Section	120 000	149 000
924	DOT-Planning	2 000	1 500
925	Air Monitoring		
926	Structural Foundations	42 000	58 000
927	Bridge Design for Counties		
932	R/W Utility Engineer		300
933	Surfacing Engineer		1 000
934	Chief Geologist		2 000
935	Soils Engineer		5 000
936	Region Traffic		
937	Hydraulics		7 500
938	Region Environmental		
949	Urban Studies Unit		
950	Training Courses	16 000	28 000
955	Employee Reloc. Assistance	300	300
960	Personal Leave	1 000	2 000
961	Administrative Leave		
980	Public Hearing Charges	9 000	
985	EEO Monitoring Expense		8 900
917		6 000	5 800
939		$	$ 161 060
		1 258 000	1 657 760

SECTION: MYSTIC CREEK – MUNS CREEK

HIGHWAY: COOS BAY – ROSEBURG

COUNTY: DOUGLAS

PREFIX: 10- 12

```
PW270                   OVERHEAD DISTRIBUTION TO  RETIREMENT  WORK ORDERS        PAGE     1
ACCT PERIOD  8306                                             14:36:54  RUN DATE 13-JUL-83
                                        OVERHEAD  ON
OVERHEAD ITEM DESCRIPTION                  LABOR
22 INDIRECT LABOR                            30.02
80 OVERHEAD (VARIOUS)                     1,077.75

              TOTAL OVERHEAD              1,107.77
              DIRECT LABOR                2,500.00
              OVERHEAD RATE                  .4431












 TOTAL W/O            16.79                   7.44

16264 00001           55.47                  24.58
 TOTAL W/O            55.47                  24.58

16268 00001           45.01                  19.94
 TOTAL W/O            45.01                  19.94

16277 00001           42.34                  18.76
 TOTAL W/O            42.34                  18.76

16278 00001           76.35                  33.83
 TOTAL W/O            76.35                  33.83

16281 00001          292.98                 129.82
 TOTAL W/O           292.98                 129.82

16282 00001           13.71                   6.07
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PW270                     OVERHEAD DISTRIBUTION TO  RETIREMENT  WORK ORDERS         PAGE     1
ACCT PERIOD  8306                                                 14:36:54  RUN DATE 13-JUL-83
                                                 OVERHEAD  ON
   W/O   J/O    DIRECT LABOR                        LABOR
  15291 00001         132.88                         58.88
   TOTAL W/O          132.88                         58.88

  15571 00001          25.19                         11.16
   TOTAL W/O           25.19                         11.16

  15989 00001         122.71                         54.37
   TOTAL W/O          122.71                         54.37

  16043 00001          62.68                         27.77
   TOTAL W/O           62.68                         27.77

  16079 00001          54.50                         24.15
   TOTAL W/O           54.50                         24.15

  16080 00001         672.50                        297.98
   TOTAL W/O          672.50                        297.98

  16158 00001         121.36                         53.77
   TOTAL W/O          121.36                         53.77

  16217 00001          55.47                         24.58
   TOTAL W/O           55.47                         24.58

  16258 00001          16.79                          7.44
   TOTAL W/O           16.79                          7.44

  16264 00001          55.47                         24.58
   TOTAL W/O           55.47                         24.58

  16268 00001          45.01                         19.94
   TOTAL W/O           45.01                         19.94

  16277 00001          42.34                         18.76
   TOTAL W/O           42.34                         18.76

  16278 00001          76.35                         33.83
   TOTAL W/O           76.35                         33.83

  16281 00001         292.98                        129.82
   TOTAL W/O          292.98                        129.82

  16282 00001          13.71                          6.07
   TOTAL W/O           13.71                          6.07
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PW270                    OVERHEAD DISTRIBUTION TO  RETIREMENT  WORK ORDERS      PAGE     1
ACCT PERIOD  8403                                              13:21:56  RUN DATE 11-APR-84
                                                 OVERHEAD  ON
 W/O    J/O   DIRECT LABOR                          LABOR
15400 00002          56.12                          25.16
 TOTAL W/O           56.12                          25.16

15448 00001         182.44                          81.81
 TOTAL W/O          182.44                          81.81

16080 00001          88.58                          39.72
 TOTAL W/O           88.58                          39.72

16240 00001          56.41                          25.29
 TOTAL W/O           56.41                          25.29

16543 00001          40.83                          18.31
 TOTAL W/O           40.83                          18.31

16544 00001          33.58                          15.06
 TOTAL W/O           33.58                          15.06

16546 00001          40.83                          18.31
 TOTAL W/O           40.83                          18.31

16547 00001          81.66                          36.62
 TOTAL W/O           81.66                          36.62

16561 00001         112.54                          50.46
 TOTAL W/O          112.54                          50.46

16563 00001         193.64                          86.83
 TOTAL W/O          193.64                          86.83

16566 00001         138.69                          62.19
 TOTAL W/O          138.69                          62.19

16578 00001          52.68                          23.62
 TOTAL W/O           52.68                          23.62

16585 00001         269.73                         120.95
 TOTAL W/O          269.73                         120.95

16602 00001          60.68                          27.21
 TOTAL W/O           60.68                          27.21

16604 00001          43.13                          19.34
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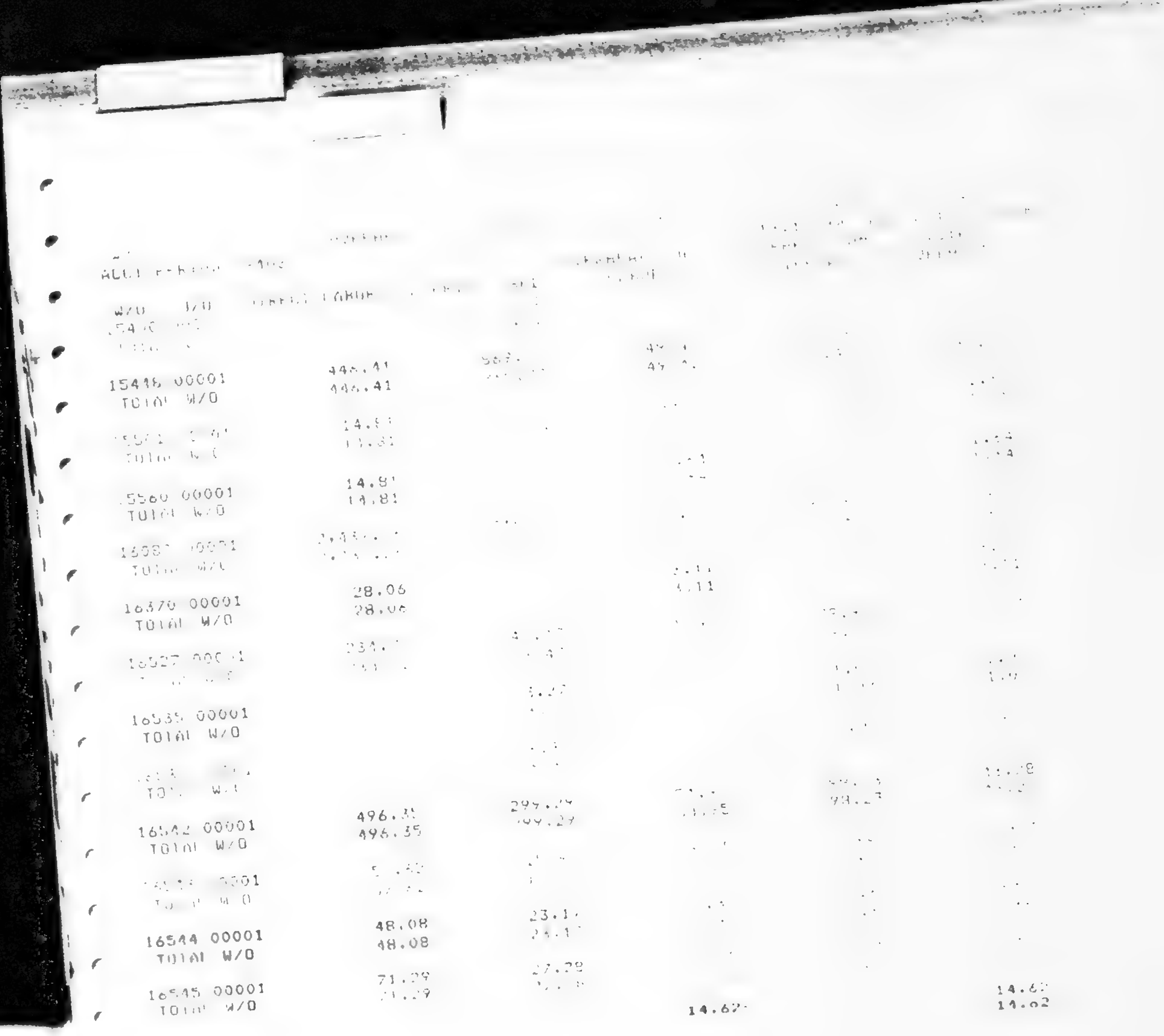
PW260                    OVERHEAD DISTRIBUTION TO CONSTRUCTION WORK ORDERS        PAGE      1
ACCT PERIOD  8403                                                 13:15:34  RUN DATE 11-APR-84
                                          OVERHEAD  ON   OVERHEAD  ON      TOTAL
OVERHEAD ITEM DESCRIPTION                    LABOR          MATERIAL       OVERHEAD
17 PREPAYMENTS APPLIED                      361.13 ✓                        361.13
22 INDIRECT LABOR                         2,883.66 ✓                      2,883.66
34 TRANSPORTATION                           504.92                          504.92
39 STORES EXPENSE                                        6,433.54 ✓       6,433.54
60 OTHER HIRED SERVICES                     290.93                          290.93
80 OVERHEAD (VARIOUS)                    13,354.94 ✓                     13,354.94
85 TRANSFER                                 934.57 ✓                        934.57
86 ADJUSTMENT                            25,191.96-                      25,191.96-
87 CLEARING                                                382.15           382.15
89 WRITE OFF                              1,174.97 ✓                      1,174.97
93 INTEREST CHARGED TO CONSTRUCTION       2,000.00 ✓                      2,000.00

         TOTAL OVERHEAD                   3,686.84-      6,815.69         3,128.85
         DIRECT LABOR                    33,301.21 ✓
         MATERIAL USED                                  20,761.29
         OVERHEAD RATE                       .1107-         .3282
```



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ACCT PERIOD [illegible]
W/O    I/O     DIRECT LABOR   [illegible]

15446 00001      446.41      [illegible]     [illegible]
TOTAL W/O        446.41

[illegible]      14.81
TOTAL W/O        14.81

15560 00001      14.81
TOTAL W/O        14.81

[illegible]      [illegible]
TOTAL W/O        [illegible]             4.11

16370 00001      28.06
TOTAL W/O        28.06

[illegible]      234.[illegible]
[illegible]

16535 00001
TOTAL W/O

[illegible]                                           93.[illegible]
TOTAL W/O

16542 00001      496.35      [illegible]
TOTAL W/O        496.35      [illegible]

[illegible]      [illegible]
TOTAL W/O        [illegible]

16544 00001      48.08       23.1[illegible]
TOTAL W/O        48.08       2[illegible]

16545 00001      71.29       27.28                              14.62
TOTAL W/O        71.29       [illegible]    14.62               14.62
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PW270                 OVERHEAD DISTRIBUTION TO  RETIREMENT  WORK ORDERS       PAGE     1
ACCT PERIOD  8403                                            13:21:56  RUN DATE 14-APR-84
                                           OVERHEAD  ON
OVERHEAD ITEM DESCRIPTION                     LABOR
22 INDIRECT LABOR                               344.74
80 OVERHEAD (VARIOUS)                         2,322.27

                TOTAL OVERHEAD                2,667.01
                DIRECT LABOR                  5,947.39
                OVERHEAD RATE                    .4484
```

108.8

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PW260                       OVERHEAD DISTRIBUTION TO CONSTRUCTION WORK ORDERS          PAGE      1
ACCT PERIOD  8311                                               12831106  RUN DATE 13-DEC-83
                                            OVERHEAD  ON    OVERHEAD  ON        TOTAL
OVERHEAD ITEM DESCRIPTION                      LABOR          MATERIAL         OVERHEAD
17 PREPAYMENTS APPLIED                        361.13                            361.13
22 INDIRECT LABOR                           1,980.23                          1,980.23
34 TRANSPORTATION                             302.94                            302.94
39 STORES EXPENSE                                           4,872.36          4,872.36
51 OFFICE EXPENSES AND SUPPLIES                22.80                             22.80
80 OVERHEAD (VARIOUS)                      14,105.23                         14,105.23
85 TRANSFER                                 1,886.57                          1,886.57
86 ADJUSTMENT                                  22.78                             22.78
87 CLEARING                                                   345.14            345.14
89 WRITE OFF                                  568.75                            568.75

              TOTAL OVERHEAD               19,250.43        5,217.50         24,467.93
              DIRECT LABOR                 24,592.85
              MATERIAL USED                                15,528.01
              OVERHEAD RATE                    .7827           .3360
```

PW260 OVERHEAD DISTRIBUTION TO CONSTRUCTION WORK ORDERS PAGE 1

12:31:06 RUN DATE 13-DEC-83

ACCT PERIOD [illegible]

W/O	J/O	DIRECT LABOR	MATERIAL USED	OVERHEAD ON LABOR	OVERHEAD ON MATERIAL	TOTAL OVERHEAD
15400	00001	7,031.63	428.64-	5,503.66	144.02-	5,359.64
15400	00002		255.64		85.90	85.90
TOTAL W/O		7,031.63	173.00-	5,503.66	58.12-	5,445.54
15970	00001	14.81		11.59		11.59
TOTAL W/O		14.81		11.59		11.59
16080	00001	861.46		674.26		674.26
TOTAL W/O		861.46		674.26		674.26
[illegible]	00001		33.17		11.15	11.15
TOTAL W/O			33.17		11.15	11.15
16239	00001	32.46		25.41		25.41
TOTAL W/O		32.46		25.41		25.41
16313	00001	197.00	97.83	154.19	32.87	187.06
TOTAL W/O		197.00	97.83	154.19	32.87	187.06
16346	00001	279.32	309.90	218.62	104.13	322.75
TOTAL W/O		279.32	309.90	218.62	104.13	322.75
[illegible]	00001	265.89		208.11		208.11
[illegible] W/O		265.89		208.11		208.11
16368	00001	28.84	28.53	22.57	9.59	32.16
TOTAL W/O		28.84	28.53	22.57	9.59	32.16
[illegible]	00001	3,687.38	2,874.58	2,886.11	965.86	3,851.97
TOTAL W/O		3,687.38	2,874.58	2,886.11	965.86	3,851.97
16407	00001	97.38	45.02	76.22	15.13	91.35
TOTAL W/O		97.38	45.02	76.22	15.13	91.35
[illegible]	00001		310.41		104.30	104.30
[illegible] W/O			310.41		104.30	104.30
16448	00001		13.16-		4.42-	4.42-
TOTAL W/O			13.16-		4.42-	[illegible]
[illegible]	00001	14.03	199.45	[illegible]	[illegible]	[illegible]

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PW260                     OVERHEAD DISTRIBUTION TO CONSTRUCTION WORK ORDERS        PAGE     1
ACCT PERIOD  8310                                             10:16:43  RUN DATE 09-NOV-83
                                        OVERHEAD  ON   OVERHEAD  ON        TOTAL
OVERHEAD ITEM DESCRIPTION                  LABOR          MATERIAL        OVERHEAD
 17 PREPAYMENTS APPLIED                    361.13                          361.13
 22 INDIRECT LABOR                       2,227.49                        2,227.49
 34 TRANSPORTATION                         192.78                          192.78
 39 STORES EXPENSE                                        7,866.23       7,866.23
 60 OTHER HIRED SERVICES                 2,189.67                        2,189.67
 76 DIRECT CHARGES                           4.10                            4.10
 80 OVERHEAD (VARIOUS)                  12,096.43                       12,096.43
 85 TRANSFER                               952.00                          952.00
 87 CLEARING                                                384.81         384.81
 89 WRITE OFF                              568.75                          568.75

              TOTAL OVERHEAD            18,592.35         8,251.04      26,843.39
              DIRECT LABOR              29,718.84
              MATERIAL USED                              20,733.44
              OVERHEAD RATE                 .6256            .3979


 TOTAL W/O                         135.81                        54.04       54.04

16342 00001           84.49         61.69          52.86         24.55       77.41
 TOTAL W/O            84.49         61.69          52.86         24.55       77.41

16345 00001          212.19        335.49         132.75        133.49      266.24
 TOTAL W/O           212.19        335.49         132.75        133.49      266.24

16346 00001           91.49                        57.24                     57.24
 TOTAL W/O            91.49                        57.24                     57.24

16359 00001          777.61      1,003.23         486.47        399.19      885.66
 TOTAL W/O           777.61      1,003.23         486.47        399.19      885.66

16362 00001          177.49        209.77         111.04         83.47      194.51
 TOTAL W/O           177.49        209.77         111.04         83.47      194.51

16363 00001          158.52
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W260                  OVERHEAD DISTRIBUTION TO CONSTRUCTION WORK ORDERS          PAGE     1
ACCT PERIOD  8310                                                   10:16:43  RUN DATE 09-NOV-83
                                                 OVERHEAD  ON      OVERHEAD  ON       TOTAL
 W/O    J/O     DIRECT LABOR   MATERIAL USED        LABOR            MATERIAL        OVERHEAD
 15400 00001      14,516.03        4,462.52        9,081.23          1,775.64        10,856.87
 15400 00002         379.21                           237.23                            237.23
  TOTAL W/O       14,895.24        4,462.52        9,318.46          1,775.64        11,094.10

 15945 00001                         815.77                             324.59           324.59
  TOTAL W/O                          815.77                             324.59           324.59

 16080 00001         241.73        2,421.12-         151.23            963.36-          812.13-
  TOTAL W/O          241.73        2,421.12-         151.23            963.36-          812.13-

 16233 00001                          59.10                              23.52            23.52
  TOTAL W/O                           59.10                              23.52            23.52

 16237 00001         189.29          176.13          118.42              70.08           188.50
  TOTAL W/O          189.29          176.13          118.42              70.08           188.50

 16248 00001                          52.66                              20.95            20.95
  TOTAL W/O                           52.66                              20.95            20.95

 16328 00001          15.52                            9.71                                9.71
  TOTAL W/O           15.52                            9.71                                9.71

 16335 00001         470.80          335.09          294.53             133.33           427.86
  TOTAL W/O          470.80          335.09          294.53             133.33           427.86

 16341 00001                         135.81                              54.04            54.04
  TOTAL W/O                          135.81                              54.04            54.04

 16342 00001          84.49           61.69           52.86              24.55            77.41
  TOTAL W/O           84.49           61.69           52.86              24.55            77.41

 16345 00001         212.19          335.49          132.75             133.49           266.24
  TOTAL W/O          212.19          335.49          132.75             133.49           266.24

 16346 00001          91.49                           57.24                               57.24
  TOTAL W/O           91.49                           57.24                               57.24

 16359 00001         777.61        1,003.23          486.47             399.19           885.66
  TOTAL W/O          777.61        1,003.23          486.47             399.19           885.66

 16362 00001         177.49          209.77          111.04              83.47           194.51
  TOTAL W/O          177.49          209.77          111.04              83.47           194.51

 16363 00001         158.52          105.37           99.17              41.93           141.10
  TOTAL W/O          158.52          105.37           99.17
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PW260           OVERHEAD DISTRIBUTION TO CONSTRUCTION WORK ORDERS        PAGE      1
ACCT PERIOD  8308                                        09:49:00  RUN DATE 14-SEP-83
                                       OVERHEAD  OR   OVERHEAD  OR        TOTAL
OVERHEAD ITEM DESCRIPTION                 LABOR          MATERIAL         OVERHEAD
17 PREPAYMENTS APPLIED                    361.13                           361.13
20 COLLECTION-OTHER                       199.34-       1,279.96-        1,479.30-
22 INDIRECT LABOR                       2,030.38                         2,030.38
34 TRANSPORTATION                         249.32                           249.32
39 STORES EXPENSE                                       4,165.02         4,165.02
64 MISC. GENERAL EXPENSE                  916.80                           916.80
80 OVERHEAD (VARIOUS)                  11,672.11                        11,672.11
87 CLEARING                                               373.04           373.04
89 WRITE OFF                              568.75                           568.75

               TOTAL OVERHEAD          15,599.15        3,258.10        18,857.25
               DIRECT LABOR            31,860.30
               MATERIAL USED                           22,079.91
               OVERHEAD RATE               .4896           .1475
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PW260                  OVERHEAD DISTRIBUTION TO CONSTRUCTION WORK ORDERS       PAGE     1
ACCT PERIOD  8308                                         09:49:00  RUN DATE 14-SEP-83
                                          OVERHEAD  ON    OVERHEAD  ON      TOTAL
 W/O   J/O    DIRECT LABOR  MATERIAL USED    LABOR          MATERIAL       OVERHEAD
                                            6,851.82                       6,851.82
15400 00001     13,994.73                                                  6,851.82
 TOTAL W/O      13,994.73                   6,851.82

15473 00001         91.04        176.99        44.57          26.11           70.68
 TOTAL W/O          91.04        176.99        44.57          26.11           70.68

15571 00001        359.23      1,904.02       175.88         280.84          456.72
 TOTAL W/O         359.23      1,904.02       175.88         280.84          456.72

15581 00001                      616.49-                      90.93-          90.93-
 TOTAL W/O                       616.49-                      90.93-          90.93-

15631 00001        454.78         82.97       222.66          12.24          234.90
 TOTAL W/O         454.78         82.97       222.66          12.24          234.90

15742 00001                    3,597.81                      530.68          530.68
 TOTAL W/O                     3,597.81                      530.68          530.68

15952 00001        201.99        504.08        98.89          74.35          173.24
 TOTAL W/O         201.99        504.08        98.89          74.35          173.24

15970 00001        127.52                      62.43                          62.43
 TOTAL W/O         127.52                      62.43                          62.43

15990 00001         62.39        111.09        30.55          16.39           46.94
 TOTAL W/O          62.39        111.09        30.55          16.39           46.94

16080 00001        202.56                      99.17                          99.17
 TOTAL W/O         202.56                      99.17                          99.17

16134 00001      1,161.68        926.93       568.76         136.72          705.48
 TOTAL W/O       1,161.68        926.93       568.76         136.72          705.48

16165 00001         91.04        110.20        44.57          16.25           60.82
 TOTAL W/O          91.04        110.20        44.57          16.25           60.82

16266 00001         14.03                       6.87                           6.87
 TOTAL W/O          14.03                       6.87                           6.87

16287 00001         91.04        214.15        44.57          31.59           76.16
 TOTAL W/O          91.04        214.15        44.57          31.59           76.16
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PW270               OVERHEAD DISTRIBUTION TO  RETIREMENT  WORK ORDERS       PAGE     1
ACCT PERIOD  8307                                         08:46:37  RUN DATE 11-AUG-83
                                 OVERHEAD  ON
OVERHEAD ITEM DESCRIPTION          LABOR
22 INDIRECT LABOR                      21.60
80 OVERHEAD (VARIOUS)               1,667.76

                TOTAL OVERHEAD      1,689.36
                DIRECT LABOR        3,642.64
                OVERHEAD RATE          .4637
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PW270
ACCT PERIOD  8307      OVERHEAD DISTRIBUTION TO  RETIREMENT  WORK ORDERS        PAGE      1
                                                             08:46:37  RUN DATE 11-AUG-83
 W/O   J/O    DIRECT LABOR                  OVERHEAD  ON
 15291 00001                                    LABOR
  TOTAL W/O           55.47                      25.72
                      55.47                      25.72

 15400 00001          87.15
  TOTAL W/O           87.15                      40.41
                                                 40.41

 15853 00001         243.77
  TOTAL W/O          243.77                     113.04
                                                113.04

 16080 00001         297.16
  TOTAL W/O          297.16                     137.79
                                                137.79

 16108 00001          31.27
  TOTAL W/O           31.27                      14.50
                                                 14.50

 16138 00001          89.47
  TOTAL W/O           89.47                      41.49
                                                 41.49

 16147 00001          16.24
  TOTAL W/O           16.24                       7.53
                                                  7.53

 16184 00001         226.10
  TOTAL W/O          226.10                     104.84
                                                104.84

 16192 00001          90.11
  TOTAL W/O           90.11                      41.78
                                                 41.78

 16234 00001         152.70
  TOTAL W/O          152.70                      70.81
                                                 70.81

 16235 00001          49.25
  TOTAL W/O           49.25                      22.84
                                                 22.84

 16258 00001          57.65
  TOTAL W/O           57.65                      26.73
                                                 26.73

 16264 00001         363.99
  TOTAL W/O          363.99                     168.78
                                                168.78

 16270 00001          60.68
  TOTAL W/O           60.68                      28.14
                                                 28.14

 16271 00001         135.03
  TOTAL W/O          135.03                      62.61
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U260                 OVERHEAD DISTRIBUTION TO CONSTRUCTION WORK ORDERS        PAGE      1
ACCT PERIOD  8307                                           08:40:00  RUN DATE 11-AUG-83
                                        OVERHEAD  ON    OVERHEAD  ON       TOTAL
OVERHEAD ITEM DESCRIPTION                  LABOR          MATERIAL        OVERHEAD
17 PREPAYMENTS APPLIED                    361.13                            361.13
22 INDIRECT LABOR                       1,849.22                          1,849.22
34 TRANSPORTATION                         128.60                            128.60
39 STORES EXPENSE                                      4,588.53          4,588.53
64 MISC. GENERAL EXPENSE                  877.24                            877.24
80 OVERHEAD (VARIOUS)                  10,327.18                         10,327.18
87 CLEARING                                              388.54            388.54
89 WRITE OFF                              568.75                            568.75

                 TOTAL OVERHEAD        14,112.12       4,977.07          19,089.19
                 DIRECT LABOR          20,840.65
                 MATERIAL USED                        17,441.50
                 OVERHEAD RATE             .6771          .2853




 16080 00001         1,535.52        319.21       1,039.70          91.07       1,130.77
  TOTAL W/O          1,535.52        319.21       1,039.70          91.07       1,130.77

 16138 00001           423.16        248.21         286.52          70.81         357.33
  TOTAL W/O            423.16        248.21         286.52          70.81         357.33

 16161 00001                          34.66                          9.89           9.89
  TOTAL W/O                           34.66                          9.89           9.89

 16165 00001            46.55                        31.52                          31.52
  TOTAL W/O             46.55                        31.52                          31.52

 16184 00001           787.61      1,477.70         533.29         421.59         954.88
  TOTAL W/O            787.61      1,477.70         533.29         421.59         954.88

 16192 00001           769.58        596.29         521.08         170.12         691.20
  TOTAL W/O            769.58        596.29         521.08         170.12         691.20
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PW260                  OVERHEAD DISTRIBUTION TO CONSTRUCTION WORK ORDERS       PAGE     1
ACCT PERIOD  8307                                           08:40:00  RUN DATE 11-AUG-83
                                                 OVERHEAD  ON    OVERHEAD  ON     TOTAL
 W/O   J/O   DIRECT LABOR  MATERIAL USED           LABOR          MATERIAL       OVERHEAD
15291 00001        166.41         278.21          112.68            79.37          192.05
 TOTAL W/O         166.41         278.21          112.68            79.37          192.05

15400 00001      1,038.45                         703.13                           703.13
 TOTAL W/O       1,038.45                         703.13                           703.13

15571 00001         40.88                          27.68                            27.68
 TOTAL W/O          40.88                          27.68                            27.68

15922 00001        221.18         230.25          149.76            65.69          215.45
 TOTAL W/O         221.18         230.25          149.76            65.69          215.45

15970 00001        268.09                         181.52                           181.52
 TOTAL W/O         268.09                         181.52                           181.52

15978 00001         58.68                          39.73                            39.73
 TOTAL W/O          58.68                          39.73                            39.73

15990 00001         85.84                          58.12                            58.12
 TOTAL W/O          85.84                          58.12                            58.12

16043 00001         83.22         239.96           56.35            68.46          124.81
 TOTAL W/O          83.22         239.96           56.35            68.46          124.81

16044 00001         67.78          43.04           45.89            12.28           58.17
 TOTAL W/O          67.78          43.04           45.89            12.28           58.17

16080 00001      1,535.52         319.21        1,039.70            91.07        1,130.77
 TOTAL W/O       1,535.52         319.21        1,039.70            91.07        1,130.77

16138 00001        423.16         248.21          286.52            70.81          357.33
 TOTAL W/O         423.16         248.21          286.52            70.81          357.33

16161 00001                        34.66                             9.89            9.89
 TOTAL W/O                         34.66                             9.89            9.89

16165 00001         46.55                          31.52                            31.52
 TOTAL W/O          46.55                          31.52                            31.52

16184 00001        787.61       1,477.70          533.29           421.59          954.88
 TOTAL W/O         787.61       1,477.70          533.29           421.59          954.88

16192 00001        769.58         596.29          521.08           170.12          691.20
 TOTAL W/O         769.58         596.29          521.08           170.12          691.20
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                   OVERHEAD DISTRIBUTION TO CONSTRUCTION WORK ORDERS          PAGE    1
  PERIOD  8306                                        14:25:58  RUN DATE 13-JUL-83
                                             OVERHEAD  ON     OVERHEAD  ON      TOTAL
  W/O   J/O    DIRECT LABOR  MATERIAL USED     LABOR             MATERIAL       OVERHEAD
  15291 00001        310.84                      183.58                           183.58
   TOTAL W/O         310.84                      183.58                           183.58

  15400 00001        146.68                       86.63                            86.63
   TOTAL W/O         146.68                       86.63                            86.63

  15571 00001         15.67                        9.25                             9.25
   TOTAL W/O          15.67                        9.25                             9.25

  15742 00001      1,610.46                      951.14                           951.14
   TOTAL W/O       1,610.46                      951.14                           951.14

  15945 00001        793.03       1,974.72       468.36          389.81           858.17
   TOTAL W/O         793.03       1,974.72       468.36          389.81           858.17

  16041 00001                       100.67                        19.87            19.87
   TOTAL W/O                        100.67                        19.87            19.87

  16042 00001        478.17         197.02       282.41           38.89           321.30
   TOTAL W/O         478.17         197.02       282.41           38.89           321.30

  16043 00001        300.24                      177.32                           177.32
   TOTAL W/O         300.24                      177.32                           177.32

  16068 00001         11.40                        6.73                             6.73
   TOTAL W/O          11.40                        6.73                             6.73

  16080 00001      8,581.14       8,013.71     5,068.02        1,581.91         6,649.93
   TOTAL W/O       8,581.14       8,013.71     5,068.02        1,581.91         6,649.93

  16105 00001        182.04         997.48       107.51          196.90           304.41
   TOTAL W/O         182.04         997.48       107.51          196.90           304.41

  16158 00001        836.12                      493.81                           493.81
   TOTAL W/O         836.12                      493.81                           493.81

  16161 00001        276.61         436.16       163.37           86.10           249.47
   TOTAL W/O         276.61         436.16       163.37           86.10           249.47

  16184 00001         50.22                       29.66                            29.66
   TOTAL W/O          50.22                       29.66                            29.66
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PW260                     OVERHEAD DISTRIBUTION TO CONSTRUCTION WORK ORDERS        PAGE     1
ACCT PERIOD  8306                                                14:25:58  RUN DATE 13-JUL-83
                                           OVERHEAD  ON   OVERHEAD  ON        TOTAL
OVERHEAD ITEM DESCRIPTION                     LABOR          MATERIAL         OVERHEAD
17 PREPAYMENTS APPLIED                          361.13                          361.13
22 INDIRECT LABOR                             1,624.84                        1,624.84
34 TRANSPORTATION                               181.42                          181.42
39 STORES EXPENSE                                             3,587.22        3,587.22
60 OTHER HIRED SERVICES                         135.00                          135.00
80 OVERHEAD (VARIOUS)                         9,910.57                        9,910.57
87 CLEARING                                                     346.00          346.00
89 WRITE OFF                                    568.75                          568.75

               TOTAL OVERHEAD                12,781.71        3,933.22       16,714.93
               DIRECT LABOR                  21,640.40
               MATERIAL USED                                 19,915.80
               OVERHEAD RATE                     .5906            .1974




16080 00001         8,581.14      8,013.71      5,068.02      1,581.91      6,649.93
 TOTAL W/O          8,581.14      8,013.71      5,068.02      1,581.91      6,649.93

16105 00001           182.04        997.48        107.51        196.90        304.41
 TOTAL W/O            182.04        997.48        107.51        196.90        304.41

16158 00001           836.12                      493.81                      493.81
 TOTAL W/O            836.12                      493.81                      493.81

16161 00001           276.61        436.16        163.37         86.10        249.47
 TOTAL W/O            276.61        436.16        163.37         86.10        249.47

16184 00001            50.22                       29.66                       29.66
 TOTAL W/O             50.22                       29.66                       29.66

16216 00001           461.87        824.86        272.78        162.83        435.61
 TOTAL W/O            461.87        824.86        272.78        162.83        435.61
```

```
  PW260                OVERHEAD DISTRIBUTION TO CONSTRUCTION WORK ORDERS      PAGE     1

     PERIOD  8305                                          09:00:20  RUN DATE 17-JUN-83
                                    OVERHEAD  ON   OVERHEAD  ON        TOTAL
OVERHEAD ITEM DESCRIPTION               LABOR        MATERIAL       OVERHEAD
17 PREPAYMENTS APPLIED                     361.13                      361.13
22 INDIRECT LABOR                        1,738.83                    1,738.83
34 TRANSPORTATION                          185.13                      185.13
39 STORES EXPENSE                                      5,861.57      5,861.57
80 OVERHEAD (VARIOUS)                   10,755.58                   10,755.58
85 TRANSFER                              1,698.26-wo 15786 (upr Dr)  1,698.26-
86 ADJUSTMENT                           12,797.68-audit adj         12,797.68-
87 CLEARING                                219.67                      219.67
89 WRITE OFF                               568.75                      568.75


              TOTAL OVERHEAD               666.85-     5,861.57      5,194.72
              DIRECT LABOR              23,817.22
              MATERIAL USED                           14,836.50
              OVERHEAD RATE                 .0279-        .3950



16013 00001         803.47     2,235.67         22.42-       883.09         860.67
 TOTAL W/O          803.47     2,235.67         22.42-       883.09         860.67

16040 00001         206.03       105.26          5.75-        41.58          35.83
 TOTAL W/O          206.03       105.26          5.75-        41.58          35.83

16041 00001         172.91                       4.82-                        4.82-
 TOTAL W/O          172.91                       4.82-                        4.82-

16080 00001         130.02                       3.63-                        3.63-
 TOTAL W/O          130.02                       3.63-                        3.63-

16105 00001         297.57                       8.30-                        8.30-
 TOTAL W/O          297.57                       8.30-                        8.30-

16109 00001         176.04       339.82          4.91-       134.23         129.32
                                                 4.91-       134.23         129.32
```

```
PW260              OVERHEAD DISTRIBUTION TO CONSTRUCTION WORK ORDERS        PAGE     1
ACCT PERIOD  8305                                          09:00:20  RUN DATE 17-JUN-83
                                              OVERHEAD  ON    OVERHEAD  ON      TOTAL
 W/O   J/O   DIRECT LABOR  MATERIAL USED          LABOR          MATERIAL      OVERHEAD
15400 00001        370.06                        10.32-                          10.32-
  TOTAL W/O        370.06                        10.32-                          10.32-

15616 00001         34.20                          .95-                            .95-
  TOTAL W/O         34.20                          .95-                            .95-

15742 00001        523.63                        14.61-                          14.61-
  TOTAL W/O        523.63                        14.61-                          14.61-

15945 00001        221.88                         6.19-                           6.19-
  TOTAL W/O        221.88                         6.19-                           6.19-

15974 00001      5,578.87         543.72-       155.65-         214.77-         370.42-
  TOTAL W/O      5,578.87         543.72-       155.65-         214.77-         370.42-

15985 00001                         9.74                          3.85            3.85
  TOTAL W/O                         9.74                          3.85            3.85

15987 00001        283.97                         7.92-                           7.92-
  TOTAL W/O        283.97                         7.92-                           7.92-

15988 00001         56.63          43.31          1.58-          17.11           15.53
  TOTAL W/O         56.63          43.31          1.58-          17.11           15.53

16000 00001        166.41         232.91          4.64-          92.00           87.36
  TOTAL W/O        166.41         232.91          4.64-          92.00           87.36

16013 00001        803.47       2,235.67         22.42-         883.09          860.67
  TOTAL W/O        803.47       2,235.67         22.42-         883.09          860.67

16040 00001        206.03         105.26          5.75-          41.58           35.83
  TOTAL W/O        206.03         105.26          5.75-          41.58           35.83

16041 00001        172.91                         4.82-                           4.82-
  TOTAL W/O        172.91                         4.82-                           4.82-

16080 00001        130.02                         3.63-                           3.63-
  TOTAL W/O        130.02                         3.63-                           3.63-

16105 00001        297.57                         8.30-                           8.30-
  TOTAL W/O        297.57                         8.30-                           8.30-

16109 00001        176.04         339.82          4.91-         134.23          129.32
```

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                          OVERHEAD DISTRIBUTION TO CONSTRUCTION WORK ORDERS        PAGE      1
PW260                                                    12:03:15  RUN DATE 11-MAY-83
ACCT PERIOD  8304                                                          TOTAL
                                        OVERHEAD  ON    OVERHEAD  ON      OVERHEAD
[illegible]ERHEAD ITEM DESCRIPTION            LABOR           MATERIAL
17 [illegible]PAYMENTS APPLIED                361.13                          361.13
20 COLL[illegible]ION-OTHER              7,169.89-   OKECA DIVIDEND       7,169.89-
22 INDIRECT [illegible]OR                 1,657.27                         1,657.27
34 TRANSPORTATI[illegible]                  151.30                           151.30
39 STORES EXPENSE                                    5,857.67           5,857.67
80 OVERHEAD (VARIOUS)                   12,838.75                         12,838.75
86 ADJUSTMENT                           16,013.93-   AUDIT ENTRY         16,013.93-
87 CLEARING                                336.25                            336.25
89 WRITE OFF                               568.75                            568.75

               TOTAL OVERHEAD            7,270.37-     5,857.67           1,412.70-
               DIRECT LABOR             24,488.40
               MATERIAL USED                          25,898.74
               OVERHEAD RATE               .2968-         .2261
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PW240                  OVERHEAD DISTRIBUTION TO CONSTRUCTION WORK ORDERS        PAGE     1
ACCT PERIOD  8304                                            12:03:15  RUN DATE 11-MAY-83
                                             OVERHEAD  ON    OVERHEAD  ON      TOTAL
  W/O   J/O   DIRECT LABOR  MATERIAL USED       LABOR           MATERIAL       OVERHEAD
15400 00001      1,890.47                       561.09-                        561.09-
 TOTAL W/O       1,890.47                       561.09-                        561.09-

15694 00001                        84.42                         19.09          19.09
 TOTAL W/O                         84.42                         19.09          19.09

15759 00001        246.96         212.77         73.30-          48.11          25.19-
 TOTAL W/O         246.96         212.77         73.30-          48.11          25.19-

15760 00001         32.46          31.50          9.63-           7.12           2.51-
 TOTAL W/O          32.46          31.50          9.63-           7.12           2.51-

15811 00001                       155.02                         35.05          35.05
 TOTAL W/O                        155.02                         35.05          35.05

15864 00001        175.43         164.38         52.07-          37.17          14.90-
 TOTAL W/O         175.43         164.38         52.07-          37.17          14.90-

15974 00001      4,200.87       7,829.28      1,246.82-       1,770.20         523.38
 TOTAL W/O       4,200.87       7,829.28      1,246.82-       1,770.20         523.38

15984 00001        257.52                        76.43-                         76.43-
 TOTAL W/O         257.52                        76.43-                         76.43-

15985 00001        204.38         193.31         60.66-          43.71          16.95-
 TOTAL W/O         204.38         193.31         60.66-          43.71          16.95-

15986 00001         54.50                        16.18-                         16.18-
 TOTAL W/O          54.50                        16.18-                         16.18-

16038 00001                        55.82                         12.62          12.62
 TOTAL W/O                         55.82                         12.62          12.62

16039 00001         59.72          86.11         17.72-          19.47           1.75
 TOTAL W/O          59.72          86.11         17.72-          19.47           1.75

16059 00001                       104.06                         23.53          23.53
 TOTAL W/O                        104.06                         23.53          23.53

16080 00001        114.00                        33.84-                         33.84-
 TOTAL W/O         114.00                        33.84-                         33.84-

16122 00001                       215.72                         48.77          48.77
 TOTAL W/O                        215.72                         48.77          48.77

16127 00001         14.37
```

✓OREGON STATE HIGHWAY DIVISION

5/22, 1985

REQUEST FOR WARRANT

Payable To: Douglas Electric Cooperative, Inc.
P.O. Box 1327
Roseburg, Oregon 97470

Project No.: F-14(7)
Hwy. Agr. No.:
Contract No.: 9633

Project: Mystic Creek-Camas Valley Section
Period Covered: 4/27/83 - 12/19/84

Estimate No.: 1
Work Order No.:

Invoice or Billing	Description	Total Amount To Date	Previous Amount	Present Amount
916	dated 3/29/85	22913.03		22913.03
	Held pending Audit + approval			
	of costs in excess of			
	$15,139.	<7774.03>		<7774.03>
Totals				
Retained _____%				
Total Payments		15,139.00	0	15,139.00

PREFIX	FUNCTION	SUB. FUNC	OBJECT	P/N GROUP	AMOUNT		DR (CR)
10-1021	285	02	70	1P	15139	00	DR

Prepared by:
Rosalyn Weickham ~~005-00~~
Crew #

Approved by:
Frank R Griffin

Form 81-734-1359 (9-78)

STATE OF OREGON
Highway Division - Region 3

INTEROFFICE MEMO
440-3399

TO: Jack Cartwright
Utility Engineer

DATE: May 14, 1985

FROM: John E. Christopherson
Region Services/Utility Specialist

SUBJECT: Mystic Creek - Camas Valley Section
Coos Bay - Roseburg
Douglas County
Douglas Electric Cooperative Invoice

Enclosed you will find a Douglas Electric Cooperative Invoice for $22,913.03. Also enclosed is a letter of explanation and a Douglas Electric "as built" plan, plus a letter from the Project Manager.

The original estimate from Douglas Electric was for $23,968.25 which the State is paying $15,139.00 of the total.

This billing reflects costs for removing 26 poles and installing 20 new poles. Total cost is $34,367.83 with State share of $22,913.03 or 66 2/3%. The percentage is based on the original estimate of 18 pole relocation with 12 of those on private easements.

I'm sure there will be questions about this, so please call me so we can discuss it in detail.

JEC:bsl

Encl.

RECEIVED
MAY 17 1985
RR & UTILITY UNIT

①

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE

April 29, 1985
Roseburg, Or.

FROM:
Larry D. Lindley
Project Manager

TO:
John Chrisopherson
Region Utility Specialist

SUBJECT:
Mystic Crk - Camas Valley
Coos Bay - Roseburg
Douglas, County
Contract No. 9633
Douglas Electric Billing

I have made a review of the Douglas Electric billing on the subject project as per your request

On this project there was a need to make temporary accommodations to avoid long delays in the contractors schedule, particularly between stations 1543+00 to 1573+00. This allowed the contractor access to these work areas in a timely manner.

I have no way of checking the amounts billed, I do know as the inspector on this project that the Douglas Electric crews were very cooperative and hard working.

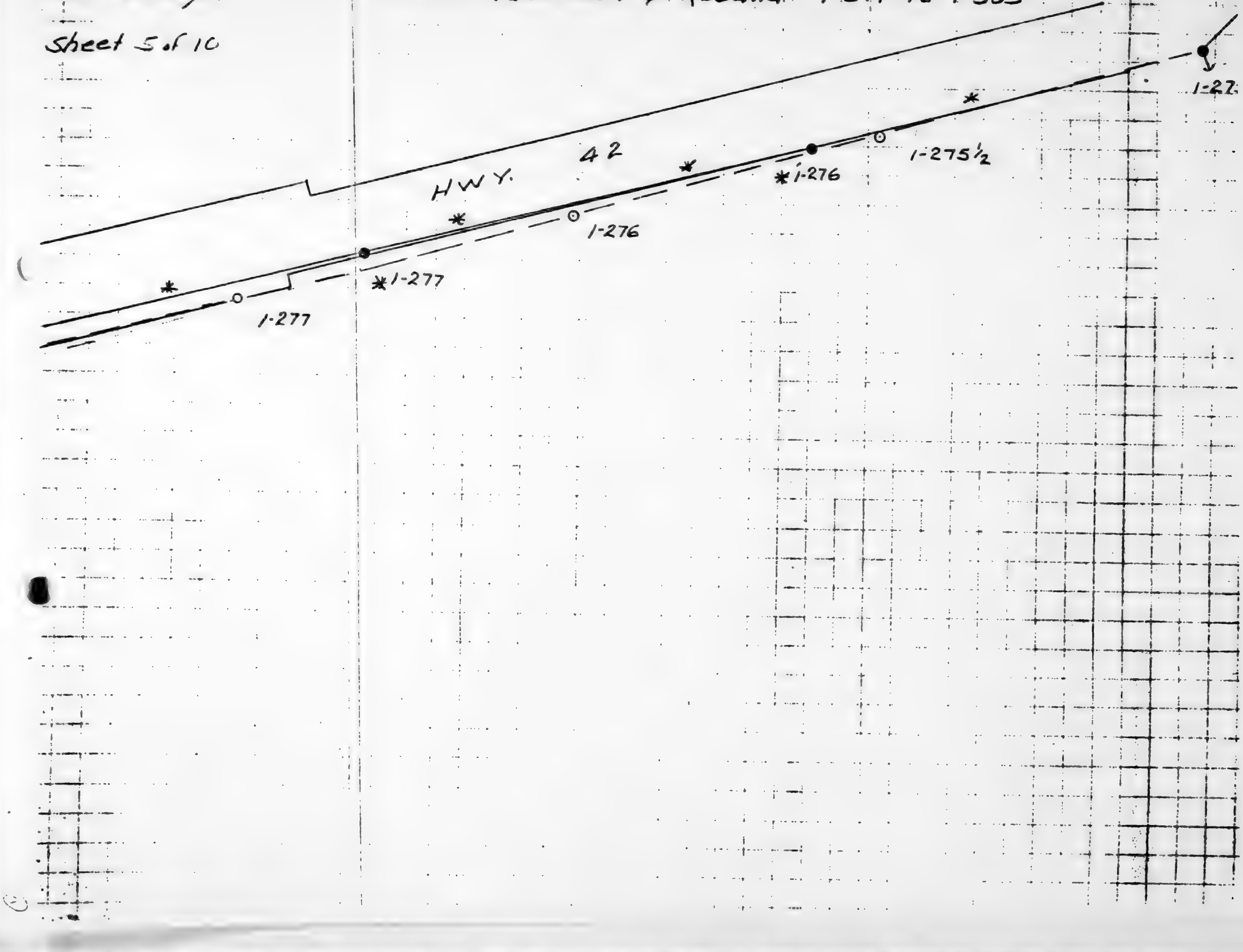
Larry E Carson
Larry E. Carson
Asst. Project Manager

ROSEBURG REGION
RECEIVED
APR 30 1985

W.O. 16080/R

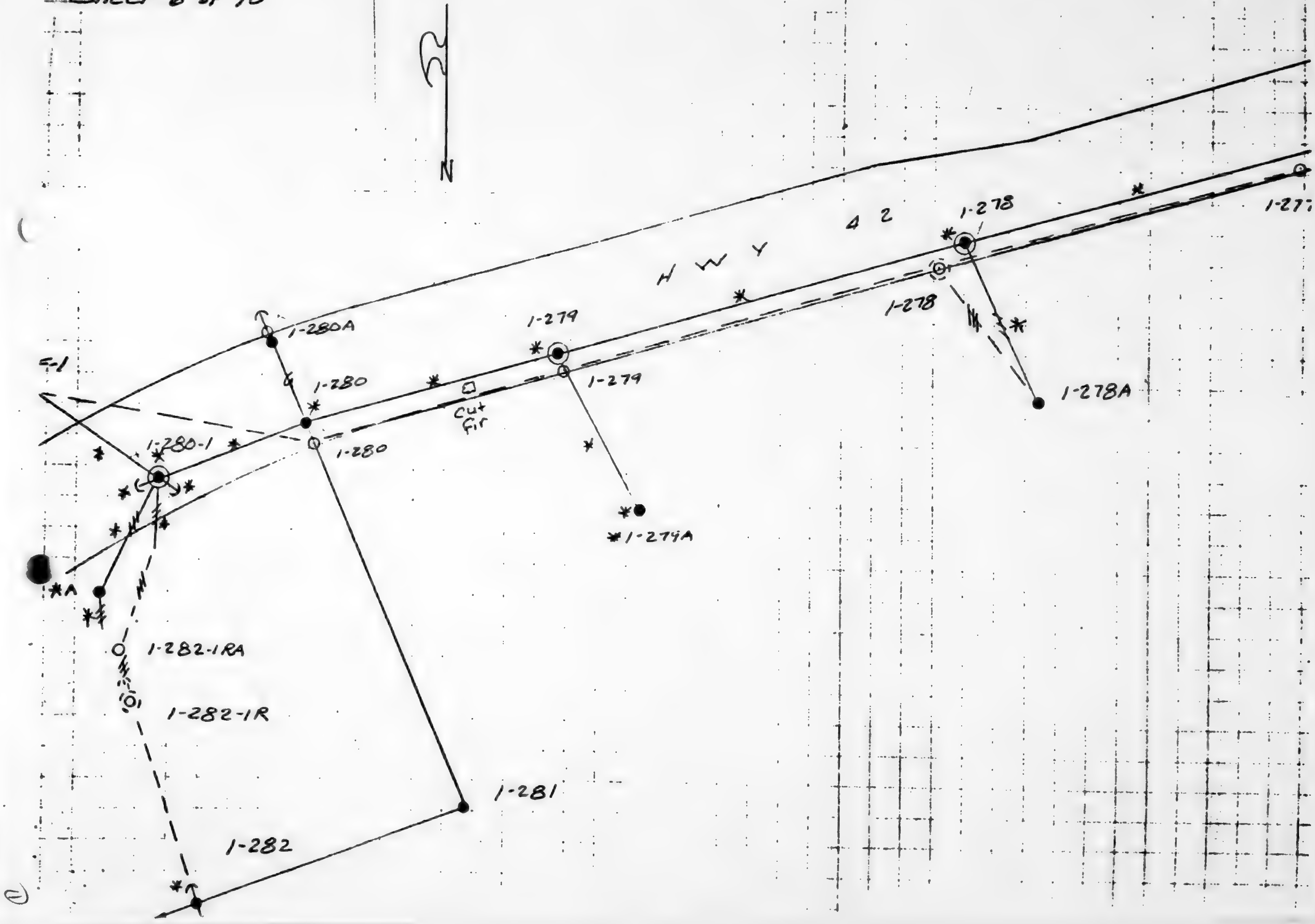
Sheet 5 of 10

Hwy. Relocation & Rebuild 1-277 to 1-303


HWY. 42
1-277
*1-277
1-276
*1-276
1-275½
1-27

WO 16080/K
Sheet 6 of 10

HWY. Relocation & Rebuild 1-277 to 1-303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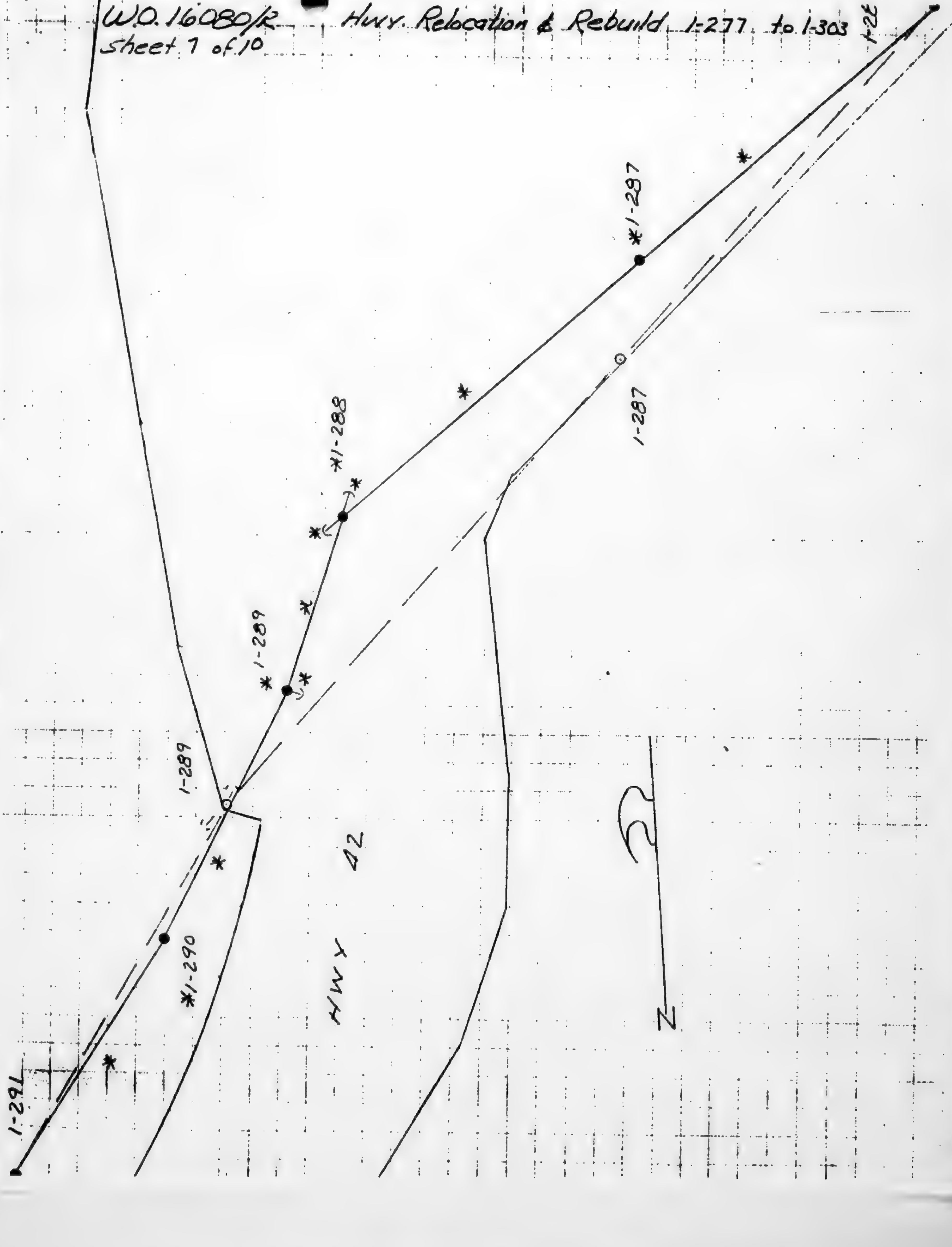
HWY 42
1-27
1-278
1-278
1-278A
1-279
1-279
1-279A
Cut fir
1-280A
1-280
1-280
1-280-1
E-1
A
1-282-1RA
1-282-1R
1-281
1-282

①

W.O. 16080/R Hwy. Relocation & Rebuild 1-277 to 1-303
Sheet 1 of 10


*1-287
1-287
*1-288
1-289
*1-289
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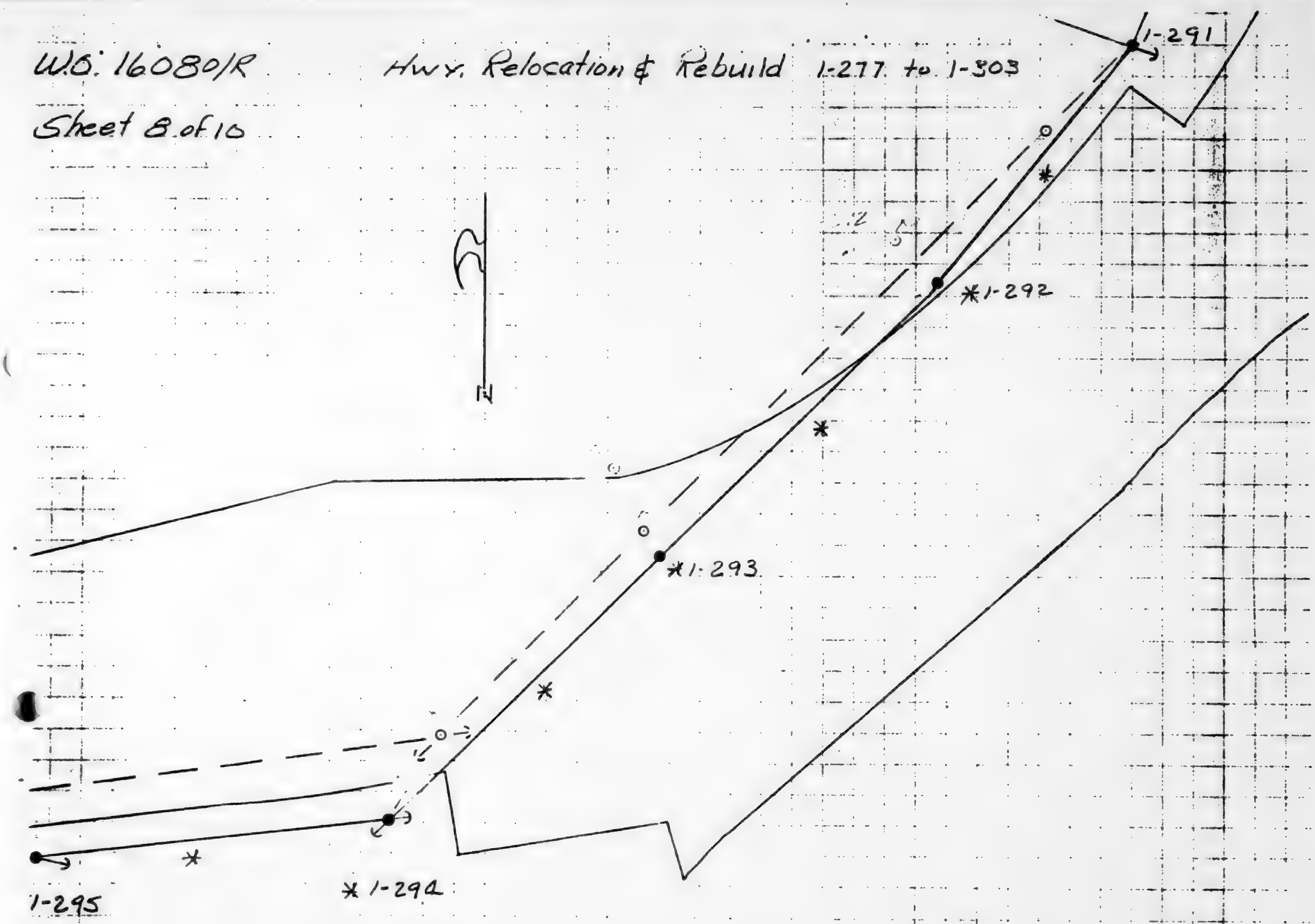
*1-290
1-296

W.O. 16080/R Hwy. Relocation & Rebuild 1-277 to 1-303

Sheet 8 of 10

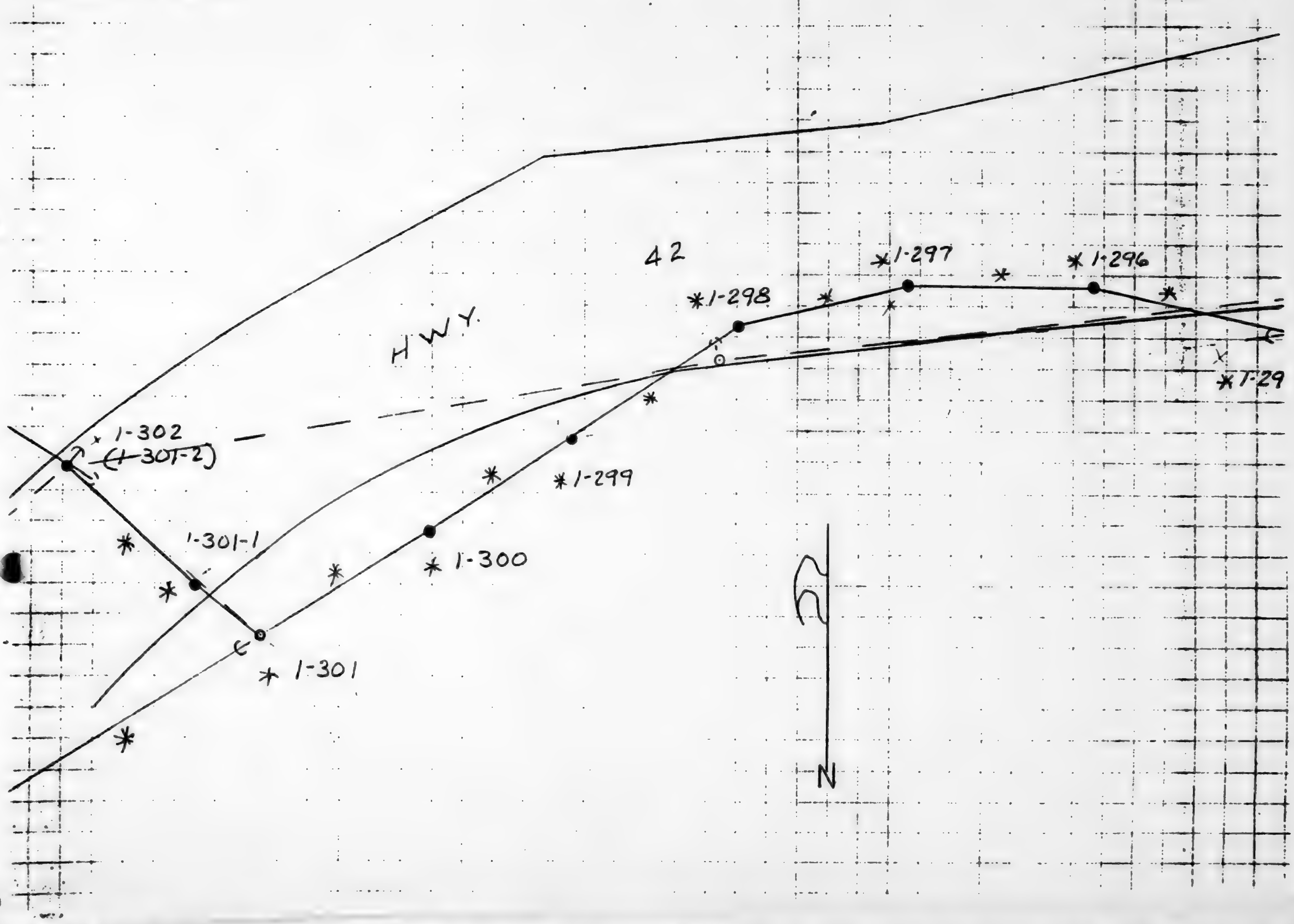


1-291
*1-292
*1-293
*1-294
1-295

W.O. 16080/R

Hwy. Relocation & Rebuild 1-277 to 1-303

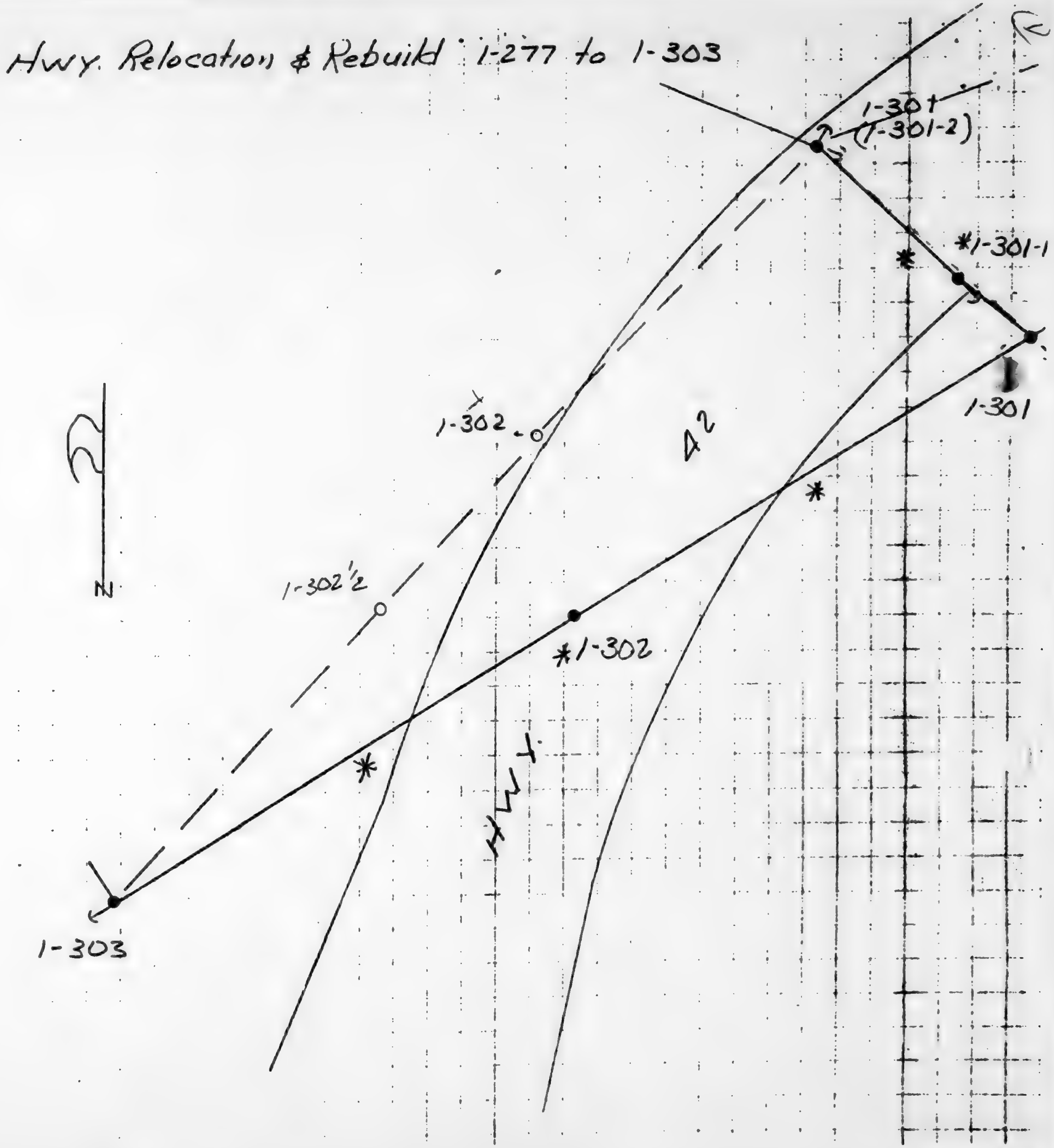
Sheet 9 of 10


42
1-297
1-296
1-298
T-29
HWY.
1-302
~~(1-301-2)~~
1-299
1-301-1
1-300
1-301
N

W.O: 16080/R

Sheet 10 of 10

Hwy. Relocation & Rebuild 1-277 to 1-303


1-301
(1-301-2)
*1-301-1
1-301
1-302
A2
1-302½
*1-302
HWY
1-303
N

D.

Rec 4-8-85

PHONE (503) 673-6616

DOUGLAS
ELECTRIC
COOPERATIVE · INC

1981 N. E. STEPHENS STREET
P. O. BOX 1327
ROSEBURG, OREGON 97470

April 3, 1985

Department of Transportation
Highway Division
P.O. Box 1128
Roseburg, OR 97470

Attn: Mr. John Christopherson
Region Utility Specialist

Dear Mr. Christopherson:

In regard to: Aerial Power Line Relocation
Project No. F-14 (17)
DEC W.O. No. 16080
Our conversation this date (4-2-85)

We had to install more poles than requested because the turns from the old alignment into the new alignment would have been too harsh with no taper and a jog or dog leg effect. This in turn could have caused extra guying with no place to guy. Property owners not wanting guys and anchors into their fields.

Also at your engineering station 1587+15, we had to relocate pole #1-280-1. This was a transformer pole that served a consumer nearby. We had to build in a span of primary with a service uplift from another direction (1-282). Some of this work was done at the request of the contractor to help keep his work on schedule.

I am enclosing copies of our "as built" plans that may help show these problems more clearly. Six sheets, five through ten.

The list of pole conflicts was added to and amended as we did our field work and mutually agreed upon at that time.

Very Truly Yours,

DOUGLAS ELECTRIC COOPERATIVE, INC.

Homer Waters.

Homer Waters
Field Engineer

HW:skp
Encl.

INVOICE

Douglas Electric Cooperative, Inc.
P. O. Box 1327 Telephone 673-6616
ROSEBURG, OREGON 97470

To: Department of Transportation
Highway Division
Transportation Building
Attn: Jack M. Cartwright
Salem, OR 97310

March 29, 19 85

Our Invoice No. 916

Your Order No.

Aerial Power Line Relocation
Mystic Creek - Camas Valley Section
Coos Bay - Roseburg Highway, Douglas County
Project No. F-14 (17)

Date Started: April 27, 1983
Date Completed: December 19, 1984
Douglas Electric Work Order 16080
Reference: Your letter dated May 16, 1983.

5-13 1985
Region Engr. 5-13-85

10-1021	285	02

approved for Payment of $15,139.00
Jack M Cartwright
Balance subject to audit & FHWA Approval!

Labor	$16,695.84	
Materials	6,727.37	
Less Salvage	(2,036.78)	
Transportation	4,398.12	
Overhead	8,583.28	
Less 33 1/3%	(11,454.80)	
TOTAL		$22,913.03

A/C 1072
W.O. 16080

Please pay from this invoice
No Statement will be sent

①

RECEIVED
APR - 1 1985
RR & UTILITY UNIT

PHONE (503) 673-6616

DOUGLAS ELECTRIC COOPERATIVE · INC

1981 N. E. STEPHENS STREET
P. O. BOX 1327
ROSEBURG, OREGON 97470

March 29, 1985

Department of Transportation
Highway Division
Transportation Building
Salem, OR 97310

Attn: Mr. Jack M. Cartwright
Utility Relocation Coordinator

In regard to: Aerial Power Line Relocation
Mystic Creek - Camas Valley Section
Coos Bay - Roseburg Highway
Douglas County
Project No. F-14 (17)
D.E.C. W.O. No. 16080

Dear Mr. Cartwright:

On this project we had a total of 18 poles in conflict. (List of Conflicts enclosed). Twelve of these poles was off the existing State right of way and six on. We actually removed a total of 26 poles and installed 20 for a total cost of $34,367.83. The 12 poles on private land would be 66 2/3% of the total in conflict, and we used this percentage to figure the billing.

We worked and cooperated with your contractor on this project and think it helped us all to keep our costs reasonable.

Sincerely,

DOUGLAS ELECTRIC COOPERATIVE, INC.

Homer Waters

Homer Waters
Field Engineer

HW:skp
Encl.

W.O. 16080

Salvage:

Labor	$ 1,084.47	
Material Salvaged	(2,036.78)	
Transportation	114.00	
Overhead	488.92	
Transportation Buildin	$ (349.39)	

Construction:

Labor	15,611.37	
Materials	6,727.37	
Transportation	4,284.12	
Overhead	8,094.36	
	$34,717.22	
		$34,367.83

34,367.83 x 66 2/3% = $22,913.03

.6667

LIST OF CONFLICTS

Utility: Douglas Electric Coop., Inc.
Project: Mystic Creek-Camas Valley Section
Highway: Coos Bay-Roseburg
County: Douglas

Sheet 1 of 1 Sheets

Item	Station	Distance from C/L	Direction	R/W	Private	Remarks
ower Pole 1/278	1597+35	25'	RT	x ✓		
ower Pole 1/279	1593+90	25'	RT	x ✓		
ower Pole 1/280	1588+50	~~25'~~ 30'-8"	RT	x ~~x~~	x	FACE OF POLE FROM ℄.
ower Pole ? 1/280A	1588+35	40'	LT	~~x~~	X ✓	Guy Pole
ower Pole No #1-280-1	1587+15	15'	RT	~~x~~	X ✓	
? 1-287					X	
ower Pole 1/288	1565+15	70'	LT		x ✓	
ower Pole 1/292	1555+50	115'	LT		x ✓	
ower Pole 1/293	1552+15	45'	LT		x ✓	
ower Pole ? 1/294	1549+50	110'	RT		x ✓	
ower Pole ? 1/295	1546+70	100' (36')	RT	~~x~~	X ✓	
ower Pole 1/296	1545+10	50'	RT	x ✓		
ower Pole 1/297	1543+60	35'	RT	x ✓		
ower Pole 1/298	1542+20	50'	RT	x ✓		
ower Pole ~~1/303-1~~ 1-301-1	1537+90	65'	RT		x ✓	COR NO. IS: 1-301-1
ower Pole No # 1-301-2	1537+70	75'	LT		x ✓	
ower Pole No # 1-302	1534+05	3'	LT	X ✓		
" " 1-289					X ✓	

AUDIT STATUS REPORT

PROJECT IDENTIFICATION

VENDOR NAME Douglas Electric Coop.

VENDOR LOCATION Roseburg, OR

FAP NUMBER

STATE NUMBER

OSHD PREFIX 10-1021 States- C 09633-011-050

ASSIGNED FOR AUDIT TO (CIRCLE ONE) [✓ MC] RE GH

DATE ASSIGNED 5/23/85

NO AUDIT REQUIRED (CIRCLE IF APPLICABLE)

AUDIT SCHEDULED ON ______ (DATE)

AUDIT REPORT NO. ______ (OPTIONAL)

(INITIAL) ______
ASSISTANT CONTROLLER

RECOMMENDATIONS FROM CONTRACT ACCOUNTING:

RMW
5/23/85

AUDIT PROGRAM FOR COST-TYPE CONTRACTS

	W/P REF.	INITIAL	DATE
A. GENERAL			
1. Review and brief the contract. Take note of special contract provisions, rates, clauses, etc.	N/F		
2. Review system surveys, prior audit reports, prior audit work papers and permanent files, and note areas of weakness.	"		
3. Evaluate adequacy of contractor's accounting practices, costing procedures and internal controls.	"		
4. Review progress and/or final cost statements.	W/P-1	mc	6/19/85-
a. Check cost statements for mathematical accuracy as appropriate.	"	"	-
b. Verify final costs to general and/or job cost ledger.	N/A		
c. Compare contract costs with proposal, contract estimate, bid document and/or other related data.	"		
5. If necessary, explain billing procedures, record keeping requirements, government regulations and directives to contractor.	"		
6. Indicate items requiring Contracting Officer's (grantee) approval and unallowable costs that the contractor should omit from its billing. See OMB Circular A-87 for specific items unallowed.	"		
B. AUDIT OF DIRECT ELEMENTS OF COST			
1. Wages & Salaries			
a. Determine if the responsibility for payroll activities such as time keeping, payroll computation, payroll preparation and payroll distribution is divided among several organizational units.	W/P-1	mc	8/29/84
b. Determine that time tickets, distribution records, payrolls, checks, personnel actions, etc., are signed and/or approved by duly authorized contractor personnel.	"	"	"
c. Examine personnel records to determine authority for employment and rates used.	N/A		

	W/P REF.	INITIAL	DATE
d. Ascertain that overtime; wage and salary rates; and classifications are approved by the contracting officer (grantee) or are in accordance with terms provided in the contract.	N/A		
e. Check hours and rates billed to basic time records, distribution records and payroll. Check labor distribution summary for total hours worked during payroll period for each employee selected.	N/A	[illegible]	[illegible]
f. Determine that labor costs claimed are PROPERLY CLASSIFIED as direct labor and allocable to the contract.			
g. Verify computations, extensions and footings.			
h. Compare total dollar amount of payroll with total dollar amount of labor distribution summary and trace postings of direct labor (both contract and other work) to general ledger and/or subsidiary ledger accounts.	N/A		
i. Selectively examine cancelled checks to determine that payments have been made by the contractor.			
j. Prepare a listing of unclaimed wage and salary checks and follow through for proper disposition.			
k. Fringe benefits can be treated as part of the direct labor costs if the accounting system so provides. The auditor should assure himself that such treatment is equitable to the contract, since some charges such as social security taxes, apply to only a portion of annual salaries or wages.			
l. When practical, observations should also be made to determine whether employees are performing in assigned job classifications and whether they are being correctly charged to the benefiting contract, project or activity.			
2. Purchased Materials & Services			
a. Ascertain approval of procurement procedures. Check contract terms for specific contracting officer's approval requirements.	N/A		
b. Selectively review purchases to determine:			
(1) Mathematical accuracy and propriety of price, quantity and description of items procured.			

3.11

	W/P REF	INITIAL	NAME
(2) Propriety and existence of source procurement documentation (from purchase requisition to receipt and payment of purchase).	N/A		
(3) That codings are correct and postings are being made to cost distribution records, properly controlled by general accounts in contractor's ledgers.			
(4) That an internal system has been set up to control credits to contract costs.			
c. Review description of materials to screen overhead type materials from direct charges.			
d. Determine that contractor has appropriate property control records.			
3. Materials Withdrawn from Contractor's Stores			
a. Compare a representative portion of invoices covering items charged to stores to the store's records to determine accuracy of the postings of quantities and prices.			
b. Examine a representative number of material requisitions to determine:			
(1) That pricing is consistently applied on the basis of an acceptable method, such as first-in-first out, etc.	W/P 2	mc	8/29/83
(2) That the requisitions have been posted to the store's records.			
(3) That the using department is indicated by receipt or other designation.	N/F		
(4) That computations are accurate.	W/P 2	"	
(5) That requisitions are authorized and receipt of materials is acknowledged by responsible personnel.	N/A	"	
(6) That the accounting distribution is proper.	W/P 2	"	
(7) That quantities are not excess to requirements and have been approved by a government inspector.	N/A		
c. Review summaries of requisitions to determine:			
(1) That requisitions are correctly listed and that summary totals are correct.	W/P 2	mc	8/29/83
(2) That the total distribution is approved by a responsible executive.			

3.12

W/P REF.	INITIAL	DATE

d. Review the requisitions to disclose the inclusion of items similar to those charged directly from purchase invoices. Investigate all such items to disclose possible duplication. Materials charged from stores directly to a contract should be screened to eliminate overhead type materials.

4. Travel Expenses

N/A

a. Review and evaluate the contractor's travel policies for reasonableness and consistency. In the absence of contractor policies or specific contract terms, government travel regulations should be applied.

b. The auditor shall determine whether:

(1) Required original travel reports include the employee's name; purpose of trip; points of travel; dates of departure and arrival; mode of transportation; details of expenses or per diem rates in accordance with the terms of the contract and related directives; executive approval of the travel; employee's receipt if paid in cash; or check number if paid by check.

(2) The reports are accurate as to computations.

(3) By selective examination of cancelled checks and/or receipts, payments have been made by the contractor.

(4) Charges are verified to general ledger and/or job cost ledgers.

5. Other Direct Costs

N/A

a. In reviewing other direct costs the auditor should:

(1) Determine that the contractor's cost representations are reliable and adequately supported.

(2) Determine that the amounts charged to the contract are reasonable and allowable.

(3) Determine whether the contractor has been consistent in allocating such costs between the subject contract and other work.

(4) Verify costs to the general and/or job cost ledger.

(5) Selectively examine cancelled checks to determine that payment has been made.

3.13

W/P REF.	INITIAL	DATE
N/A		

b. If equipment costs are claimed, determine if there is a control over use and location of equipment. If government-furnished equipment is involved, ascertain that items are controlled and identified.

C. INDIRECT CHARGES

1. Preliminary Steps

a. Obtain the following from the contractor:

(1) Chart of accounts with appropriate explanation of items to be charged to each account.

(2) Photostats of leases and other pertinent documentation.

(3) Trial Balance, Balance Sheet and Profit and Loss Statement for period under review.

(4) Schedule indicating a breakdown of overhead proration bases by jobs or contract.

(5) Accounting and corporate policies.

b. Review internal audit reports and external audit reports; tax returns; etc.

c. Compute the amount by which overhead pools or the distribution base would have to be adjusted in order to change the rate by one percent. Use this data as a comparative device to determine the amount of time to spend on questionable items.

d. Where the contractor has followed a policy of charging items ordinarily treated as overhead directly to the contracts, the auditor should make sufficient tests to satisfy himself that the contractor has not duplicated any direct or indirect charges.

e. Review scrap, purchase discounts and all miscellaneous income accounts to determine that credits to contract costs are being properly applied, either directly or through overhead.

f. Review changes in surplus account to determine whether any credits should be applied to contract costs.

g. In determining allowability of costs, check for compliance with provisions of OMB Circular A-87.

h. Ascertain that costs requiring approval have been approved by the contracting office/grantee.

3.14

	W/P REF.	INITIAL	DATE
i. Examine all significant year-end or period-end adjustments and all accrual accounts for propriety and effect on the overhead examination.	N/A		
j. Notify contracting officer/grantee of all deviations from approved accounting policies.			
k. Compare federal tax returns with the books to ascertain any major differences in accounting policies.			
2. Overhead Expenses Review			
a. Foot trial balances and verify account balances with general ledger and/or subsidiary ledgers.	N/A		
b. Schedule overhead expenses by months so that unusual month-to-month fluctuations can be readily detected and analyzed, if practical.			
c. Analyze accounts on a test check basis for unallowable items (See OMB Circular A-87).			
d. Perform adequate test checks of indirect labor accounts to ascertain that direct type labor is not being charged to overhead accounts.			
e. Perform analysis of all sensitive accounts such as travel; legal and accounting expenses; etc.			
3. Basis of Proration			
a. Direct Labor Dollar Base	N/A		
(1) Reconcile that portion of the direct labor base pertaining to the grantee's contract or contracts, to the costs accumulated under these contracts.			
(2) Determine that no inequities exist, as a result of using a direct labor dollar base.			
b. Other Bases			
(1) If a basis for prorating overhead expenses, other than direct labor dollars (as indicated above) is used, adequate tests should be made to determine the accuracy, equity and propriety for the use of such base.			

3.15

	W/P REF	INITIAL	DATE
(2) There are many other bases which can be used to distribute overhead pools, for example: - Direct labor hours - Costs of goods manufactured - Direct prime dollar costs - Costs of sales - Total expenditures - Machine hours base The base chosen should be the most equitable basis for allocation of the particular expense pool or category.	N/A		
(3) Determine that each allocation base used includes all applicable costs, hours, or other units since this factor has an important effect on the distribution ratio.			
c. Final Step After the indirect expense pools have been verified and the bases for distribution have been accepted, determine the accuracy of the overhead rate calculations and the accuracy of the related distribution of indirect costs to government contracts.			
D. AUDIT FINDINGS			
a. SUMMARIZE RESULTS OF AUDIT.	w/p 1-3	Tm	8/29/84
b. DISCUSS FINDINGS WITH CONTRACTOR.	✓	"	
c. PREPARE APPROPRIATE REPORT.			
d. CONTROLLER REVIEW & APPROVE REPORT.		VEA	9/16/85 12/24/85

3.16

EGON STATE HIGHWAY DIVISI
ACCOUNTING SECTION

FISCAL REVIEW SHEET

NAME OF ENTITY Douglas Electric Cooperative, Inc

PROJECT NAME Mystic Creek - Camas Valley Section

FED. PROJ. NO. F-14(7) PREFIX 10-1021 FORCE WORK NO. 2

FISCAL REVIEW BY Matt Christenson DATE 6.9.85

APPROVAL/AUTHORIZATION DATE:

FHWA FOR PE		CONSTRUCTION	4/27/83
STATE FOR PE		CONSTRUCTION	
______ FOR PE		CONSTRUCTION	

PROJECT STARTED ON ______ COMPLETED ______

METHOD OF PERFORMING WORK: ☐ OWN FORCES ☐ CONTRACT

APPROVED PROJECT ESTIMATE	$ 15,139.00	AMOUNT BILLED	$ 22,912.03
SUPPLEMENTAL			
SUPPLEMENTAL			
SUPPLEMENTAL			

BILLING WILL BE:

☐ LUMP SUM ☑ ACTUAL COST ☐ COST PLUS FIXED FEE ☐ UNIT COST
☐ SPECIFIC RATE PER CLASS OF EMPLOYEE

AGREEMENT:

☐ FORMAL ____ COPY IN FILE ☐ YES ☐ NO
____ COPY OF ESTIMATE ☐ ☐
____ SKETCH & PLAN ☐ ☐

☐ INFORMAL - SOURCE:
☐ LETTERS
☑ STATE FORCE ORDER
☐ COUNTY FORCE ORDER
☐ CITY FORCE ORDER
☐ OTHER ______

Margene Stokes 8/29/85
1981 N F Stevens -
99 E Hwy Douglas El
turn at light
Garden Valley exit
North to stevens
673-6616

EXTENDED LIFE ☐ YES ☐ NO BETTERMENT ☐ YES ☐ NO

DATE OF PRE-AWARD EVALUATION ______ DATE AUDIT REQUESTED ______

REV 8-82

2.10

③

STATE OF OREGON
HIGHWAY DIVISION - LOCATION UNIT

INTEROFFICE MEMO

PRO 6

TO: Don Trout
Project Unit Engineer

DATE: July 23, 1985

FROM: Bob Pool
Bob Pool
Location Engineer

SUBJECT:
Mystic Creek-Muns Creek
Coos Bay-Roseburg Highway
Douglas County
Prefix 10-1946
RF-F-29(27)

The preliminary engineering costs for the subject project have exceeded the survey authorization. To assist you in requesting additional federal participation, we offer the following justification:

> Additional funds are needed by Activity 900 (Project Manager), 901 Archeological Study), 908 (Field Testing), and 934 (Geotechnical Investigation). This is a very large project that has several units for construction; coordination of the work for these units has caused some additional expense. Several other activities have had minor increases or decreases to reflect actual expenditures.
>
> Activities 961 and 980 are for preparing data and conducting a public hearing. This activity was previously covered by authorization and is not new for this project. Unfortunately, the previous request for funding omitted the cost of this item. The request being submitted again includes this work.
>
> This is the final request for P.E. funding under this project.

The preliminary engineering costs are $1,682,400.

Attached is an itemization by P.E. activity.

RCP:PDS:ja

cc Duane Kirby w/att.

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ✓ PROGRAM UNIT ___
JUL 24 1985
REFER TO Brock
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

DATE: 7-19-85

SECTION: Mystic Creek - Muns Creek
HIGHWAY: Coos Bay - Roseburg
COUNTY: Douglas
PREFIX: 10-1946
F.A. NO: RF-F-29(27)

PRELIMINARY ENGINEERING

ACTIVITY	ORG. UNIT	*AUTHORIZATION APPROVED BY FHWA		REVISED AUTHORIZATION REQUESTED	
900 Project Engineering Field Offices		$ 765	000	$ 776	040
901 Project Engineering Other Offices	N/A	3	500	3	590
Archeological Study	N/A	161	060	170	830
902 Citizen Involvement	N/A		100		80
903 Final Design Bridge and Foundation	74	124	000	121	310
	7420				
		58	000	57	260
904 Preliminary Design	7110	2	000	1	580
905 Final Design	73	60	000	58	990
906 Redesign	73				
907 T.P.D.T. Design	73	20	000	19	670
908 Field Testing		140	000	147	150
909 R/W Descriptions	7111	18	500	18	200
910 R/W Maps	7111	1	500	1	500
911 Sign And Signal Design	76	2	000	1	620
	76				
912 Railroad Maps	7362				
913 R/W Liaison		18	300	18	430
914 Utility Liaison	7783		300		220
		5	000	4	370
915 Landscape Design	7114				
916 Photogrammetry Services	7142	2	000	1	980
917 Inventory Needs		5	800	5	740
920 Project Programming	06	3	000	2	780
921 Specifications And Estimates	7200	14	000	13	940
923 Environmental Studies	75	149	000	147	920
	75				
925 Air Monitoring	7510				
927 Free Bridge Design	74				
	74				
929 Free Bridge Specifications	7200				
933 Base Design	7141	1	000		660
934 Geotechnical Investigation	7120	7	000	10	480
937 Hydraulic Studies	7143	7	500	7	150
949 System Studies	N/A				
960 Process Project Prospectus	7144				
961 Prepare Hearing Study Data	7113			7	540
962 Reconnaissance Surveys	71				
963 Review Field Surveys	7113	46	800	47	210
964 Prepare Permits	7000	5	500	5	530
980 Conduct Public Hearing	N/A			1	330
020 Training	N/A	28	000	28	850
050 Audit Services	0500				450
040 Monitor EEO Expense		8	900		0
		$ 1,657	760	$ 1,682	400

* Amounts shown converted from function amounts that were previously given for this project.

```
PW224                    RUN DATE 29-AUG-85                     MATERIAL SALVAGED FOR W/O

 W/O:  J/O:                                   MATERIAL                                          REA
  #     #                                    STOCK NO.  MATERIAL DESCRIPTION                     CODE

16080 00001                                  0038-0500  THIMBLE ADAPTER                          DI
16080 00001                                  0215-0300  ATTACHMENTS GUY                          V
16080 00001                                  0631-0300  BOLT CARRIAGE                            I
16080 00001                                  0633-0518  BOLT D/A 5/8 INCH                        N
16080 00001                                  0636-1510  BOLT EYE 5/8 INCH                        O
16080 00001                                  0636-5500  BOLT THIMBLEYE                           C
16080 00001                                  0638-0509  BOLT MACHINE 5/8"                        C
16080 00001                                  0639-0500  BOLT UPSET                               BS
16080 00001                                  0753-3128  BRACE XARM 28"                           CU
16080 00001                                  0753-5460  BRACE XARM 60" WOOD                      CU
16080 00001                                  0780-5401  BRACKET NEUTRAL OFFSET                   EC
16080 00001                                  1173-2100  CLAMP GUY 3 BOLT                         U
16080 00001                                  1175-3019  CLAMP DEADEND 4 ACSR                     BY
16080 00001                                  1175-5035  CLAMP DEADEND 1/0 & 4/0 ACSR             BY
16080 00001                                  1230-1301  CLEVIS SERV DEADEND K 14                 BH
16080 00001                                  1230-2800  ANCHOR SHACKLE                           BO
16080 00001                                  1510-0271  CONDUCTOR 2 ACSR                         AV
16080 00001                                  1510-0471  CONDUCTOR 4 ACSR                         AV
16080 00001                                  1613-0606  COND 6 TRIPLEX                           AV
16080 00001                                  1613-1006  CONDUCTOR 1/0 TRIPLEX                    AV
16080 00001                                  1741-0560  CLAMP HOT LINE                           AP
16080 00001                                  1822-0711  XARM WOOD 3 3/4 X4  3/4 X 8              G
16080 00001                                  3422-3000  INSULATOR PIN TYPE 15 KV                 A
16080 00001                                  3426-7012  INSULATOR SPOOL 2 " AND 3 "              CM
16080 00001                                  3428-1000  INSULATOR SUSP 6 INCH                    K
16080 00001                                  4290-4063  NUTS EYE                                 AA
16080 00001                                  4541-0001  PIN XARM 7.2 KV                          F
16080 00001                                  4561-2320  PIN POLETOP 15 KV                        B
16080 00001                                  4835-0711  POLE 35 FT                               ZZ
16080 00001                                  4840-0711  POLE 40 FT                               ZZ
16080 00001                                  5550-4000  SCREW LAG                                J
16080 00001                                  6062-0300  SPLICE GUY 3/8"                          CZ
16080 00001                                  7102-0331  WASHER 2" SQUARE                         D
16080 00001                                  7103-6831  WASHER ROUND                             D
16080 00001                                  7381-6307  WIRE GUY 3/8"                            Y
16080 00001                                  7510-1022  BRACKET SEC J 10                         AR
16080 00001                                  7510-2038  CLEVIS SEC SWINGING J 6                  BT

                                                                      JOB ORDER TOTAL  *

                                                                    WORK ORDER TOTAL **

                                                                         GRAND TOTAL***
```

MATERIAL SALVAGED FOR W/O 1[illegible]80 J/O 00001 PAGE 1

RIPTION	REA CODE	QTY	CURRENT UNIT PRICE	AMOUNT
R	DI	1	.8612	.86
Y	V	1	2.0567	1.80
	I	3	.3060	.87
ICH	N	8	2.4236	16.98
NCH	O	14	2.2770	28.74
	C	1	2.1096	1.99
/8"	C	44	.9573	35.01
	BS	2	1.2557	2.18
	CU	19	2.1809	40.74
WOOD	CU	8	5.1971	38.60
L OFFSET	EC	10	11.1237	80.59
LT	U	5	3.8670	17.37
4 ACSR	BY	19	4.7232	86.51
1/0 & 4/0 ACSR	BY	5	13.2605	64.12
ADEND K 14	BH	7	1.6306	10.87
	BO	2	3.0179	4.74
SR	AV	113	.1141	14.43
SR	AV	1,642	.4339	508.03
	AV	115	.3789	32.30
TRIPLEX	AV	103	.6413	68.91
	AP	6	7.7684	42.21
4 X4 3/4 X 8	G	2	14.8432	24.03
TYPE 15 KV	A	30	2.1650	58.77
1 2 " AND 3 "	CM	30	.6024	16.12
6 INCH	K	33	12.4941	417.23
	AA	12	1.4397	17.52
U	F	19	2.4729	44.77
KV	B	12	5.5930	71.96
	ZZ	1	93.7151	95.00
	ZZ	1	126.9012	130.10
	J	22	.3193	6.62
"	CZ	1	5.2802	5.14
E	D	115	.1959	18.43
	D	5	.1162	.52
	Y	35	.4548	15.05
10	AR	1	1.3041	1.30
NGING J 6	BT	13	1.7471	16.37
JOB ORDER TOTAL *		2,460		2,036.78
WORK ORDER TOTAL **		2,460		2,036.78
GRAND TOTAL***		2,460		2,036.78

```
PW224                     RUN DATE 29-AUG-85                     MATERIAL USED FOR     W/O

 W/O:  J/O:                               MATERIAL                                    REA
  #     #                                STOCK NO.  MATERIAL DESCRIPTION              CODE

16080 00001                              0093-3410  ANCHOR EXPANDING                  Z
16080 00001                              0215-0300  ATTACHMENTS GUY                   V
16080 00001                              0631-0300  BOLT CARRIAGE                     I
16080 00001                              0633-0518  BOLT D/A 5/8 INCH                 N
16080 00001                              0636-1510  BOLT EYE 5/8 INCH                 O
16080 00001                              0636-5500  BOLT THIMBLEYE                    C
16080 00001                              0638-0509  BOLT MACHINE 5/8"                 C
16080 00001                              0753-3128  BRACE XARM 28"                    CU
16080 00001                              0780-5401  BRACKET NEUTRAL OFFSET            EC
16080 00001                              1173-2100  CLAMP GUY 3 BOLT                  U
16080 00001                              1174-1321  CLAMP SUSPENSION                  EI
16080 00001                              1175-3019  CLAMP DEADEND 4 ACSR              BY
16080 00001                              1175-5021  CLAMP DEADEND 2 ACSR              BY
16080 00001                              1230-1301  CLEVIS SERV DEADEND K 14          BH
16080 00001                              1510-0271  CONDUCTOR 2 ACSR                  AV
16080 00001                              1510-0471  CONDUCTOR 4 ACSR                  AV
16080 00001                              1613-0206  COND 2 TRIPLEX                    AV
16080 00001                              1613-0406  COND 4 TRIPLEX                    AV
16080 00001                              1741-0560  CLAMP HOT LINE                    AP
16080 00001                              1822-0711  XARM WOOD 3 3/4 X4  3/4 X 8       G
16080 00001                              1831-1312  CUTOUTS 15 KV                     AF
16080 00001                              3422-3000  INSULATOR PIN TYPE 15 KV          A
16080 00001                              3426-7012  INSULATOR SPOOL 2 " AND 3 "       CM
16080 00001                              3428-1000  INSULATOR SUSP 6 INCH             K
16080 00001                              4290-4063  NUTS EYE                          AA
16080 00001                              4541-0001  PIN XARM 7.2 KV                   F
16080 00001                              4561-2320  PIN POLETOP 15 KV                 B
16080 00001                              4825-0711  POLE 25 FT                        ZZ
16080 00001                              4830-0711  POLE 30 FT                        ZZ
16080 00001                              4835-0711  POLE 35 FT                        ZZ
16080 00001                              4840-0711  POLE 40 FT                        ZZ
16080 00001                              4845-0711  POLE 45 FT                        ZZ
16080 00001                              4860-0711  POLE 60 FT                        ZZ
16080 00001                              5362-4308  ROD ANCHOR 8'                     X
16080 00001                              5371-7020  ARMOR ROD 2 & 4 ACSR              BV
16080 00001                              5386-2108  ROD GROUND                        AI
16080 00001                              5550-4000  SCREW LAG                         J
16080 00001                              6062-0300  SPLICE GUY 3/8"                   CZ
16080 00001                              7102-0331  WASHER 2" SQUARE                  D
16080 00001                              7103-6831  WASHER ROUND                      D
16080 00001                              7381-6307  WIRE GUY 3/8"                     Y
16080 00001                              7510-2038  CLEVIS SEC SWINGING J 6           BT
16080 00001                              7510-3000  WIREHOLDER                        ER

                                                             JOB ORDER TOTAL  *

                                                           WORK ORDER TOTAL **

                                                                GRAND TOTAL***
```

MATERIAL USED FOR W/O 1[illegible]80 J/O 00001 PAGE 1

ESCRIPTION	REA CODE	QTY	CURRENT UNIT PRICE	AMOUNT
NDING	Z	3	9.0189	29.68
GUY	V	5	2.0567	9.01
GE	I	56	.3060	16.32
B INCH	N	33	2.4236	72.32
B INCH	O	4	2.2770	8.02
EYE	C	2	2.1096	3.98
E 5/8"	C	34	.9573	27.01
28"	CU	56	2.1809	120.14
TRAL OFFSET	EC	6	11.1237	48.35
BOLT	U	14	3.8670	48.78
NSION	EI	2	4.1120	6.78
ND 4 ACSR	BY	18	4.7232	82.21
ND 2 ACSR	BY	2	6.2848	11.89
DEADEND K 14	BH	5	1.6306	7.75
ACSR	AV	9,062	.1141	1,033.08
ACSR	AV	5,090	.4339	1,339.18
LEX	AV	0	.4197	.01
LEX	AV	0	.8079	.00
INE	AP	3	7.7684	21.12
3/4 X4 3/4 X 8	G	25	14.8432	304.35
KV	AF	1	55.8718	55.92
IN TYPE 15 KV	A	42	2.1650	80.69
POOL 2 " AND 3 "	CM	28	.6024	15.13
USP 6 INCH	K	29	12.4941	366.50
	AA	24	1.4397	36.09
2 KV	F	37	2.4729	86.93
15 KV	B	8	5.5930	48.01
	ZZ	1	50.6272	53.68
	ZZ	0	66.6275	.00
	ZZ	2	93.7151	190.00
	ZZ	6	126.9012	774.00
	ZZ	7	156.8263	1,161.23
	ZZ	1	333.6760	381.15
8'	X	5	12.1406	56.84
2 & 4 ACSR	BV	23	2.1991	47.39
	AI	2	4.0679	13.04
	J	60	.3193	18.12
3/8"	CZ	0	5.2802	.00
SQUARE	D	144	.1959	23.38
ND	D	10	.1162	.99
/8"	Y	225	.4548	96.75
SWINGING J 6	BT	15	1.7471	18.90
	ER	6	2.8416	12.65
JOB ORDER TOTAL *		15,096		6,727.37
WORK ORDER TOTAL **		15,096		6,727.37 ✓
GRAND TOTAL***		15,096		6,727.37

Date: October 7, 1985 PRO 6-2

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: Gary A. Potter, Manager
Program Section

Subject: Program Change
Item No. 67
Project No. RF-F-29(27)
Mystic Creek-Mums (Suicide) Creek Sec.
Douglas County

I request approval of a program change to adjust the estimated preliminary engineering costs to reflect more accurately the scope of work, based on the attached justification letter from Mr. Pool dated July 23, 1985.

Approval of this request will involve an increase of $24,640.00 in total cost and obligation of $19,266.00 in federal funds with revised financing as follows:

	TEC	FF	%
Present	$ 1,682,400	$ 1,315,461	78.19
Previous	1,657,760	1,296,166	
Difference	$ 24,640	$ 19,295	

RLC:bkb
Attachment
cc: Paul Singer
Shirley Williams, Metro
J.J. Gix, Region 3

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

ORDER FOR FORCE WORK

WORK TO BE DONE BY: (State Forces or Utility, Railroad, Local Government Unit, etc. — by name) Douglas Electric Cooperative, Inc.		FUNCTION NO. ("SFO") ORDER NO. 336 — 2 revised
PROJECT NAME (SECTION) Mystic Creek - Camas Valley Section		CONTRACT NO. 9633
HIGHWAY Coos Bay - Roseburg	COUNTY Douglas	PREFIX 10-1021
		F.A. PROJECT NO. F-14(17)

DESCRIPTION AND LOCATION OF WORK TO BE DONE:

Relocate aerial power line facilities to accommodate the highway construction.

Station 1530+00 to Station 1600+00.

ESTIMATE OF QUANTITIES AND COSTS:

Total Relocation Cost	$19,228.83

(See attached copies of Final Billing & Audit Report)

EXPLANATION:

Part of the conflicting power line facilities were located on private property and part on public road right-of-way, therefore, pursuant to State and FHWA policies the Cooperative is entitled to reimbursement for the cost of relocating those facilities located on private property. FHWA PR-1240 is attached.

SUBMITTED BY DATE 11-7-85 TITLE Utility Relocation Coordinator	APPROVAL RECOMMENDED OR APPROVED BY REGION DATE
APPROVAL RECOMMENDED BY DATE TITLE	NOTED OR APPROVED BY CONSTRUCTION OR TRAFFIC DATE Gerald Wimer NOV 12

CONTRACT PROJECTS — Prepare a separate order for each type of force work. Submit original through channels to the Construction Engineer. Approved copies will be distributed to the Region, Project Manager, Highway Accounting and to others as appropriate. DO NOT USE THIS FORM FOR FORCE ACCOUNT WORK BY CONTRACTORS.	**TITLE II PROJECTS NOT UNDER CONTRACT —** Prepare a separate order for each type of force work. Submit original through channels to the Traffic Engineer. Approved copies will be distributed to the Region, Highway Accounting and to others as appropriate. 757

734-1105 (Rev. 7-84)

4/2

STATE OF OREGON
HIGHWAY ACCOUNTING
External Audit - 378-3425

INTEROFFICE MEMO

FILE: ACC 5-4

TO: Vernon E. Skoog
Controller

DATE: December 23, 1985

FROM: Matt Christenson Matt Christenson
Staff Auditor

SUBJECT: Audit Report No. 77 Revised
Douglas Electric Cooperative Inc.
Mystic Creek-Camas Valley Junction
Utility Adjustment

This report is a revision of Audit Report No. 77 dated September 13, 1985. Not all overhead charges were considered at the time of audit. Additional information was submitted November 26, 1985.

I have completed a site audit of the State's Force Order #2 with Douglas Electric Cooperative Inc, FA Project FA Project F-14(17). The agreement authorized $15,139.00. FHWA approved it as of April 27, 1983 and State accepted it on the same day. Total costs claimed were $22,913.03 during the project period of April 27, 1983 to December 19, 1983.

My examination was made in accordance with GAO Standards as implemented by OSHD audit policy. Accordingly the audit included such tests, observations and inquiries of Douglas Electric Coop. records, procedures and internal controls as I considered necessary to provide assurance that financial operations were properly conducted, financial reports were presented fairly and Douglas Electric complied with applicable laws and regulations.

In my opinion the above conditions were generally adequate to assure a fair presentation of the claim, except as follows: overstated overhead charges of $405.39 before the project period.

Accordingly, in my opinion audited costs of $22,507.64 were eligible for participating under the terms of the agreement. Based on the current federal participating rate of 100 percent the Coop is entitled to reimbursement in the amount of $22,507.64. Since they have previously been paid $15,139.00, the Coop is now due $7,368.64.

MC:cl

APPROVED
V. E. Skoog
V. E. SKOOG, Controller
Oregon State Highway Division

STATE OF OREGON
HIGHWAY ACCOUNTING
External Audit - 378-3425

INTEROFFICE MEMO

FILE: ACC 5-4

TO: Vernon E. Skoog
Controller

DATE: September 13, 1985

FROM: Matt Christenson Matt Christenson
Staff Auditor

SUBJECT: Audit Report No. 77
Douglas Electric Cooperative Inc.
Mystic Creek-Camas Valley Section
Utility Adjustment

I have completed a site audit of the State's Force Order #2 with Douglas Electric Cooperative, Inc., FA Project F-14(17). The Force Order authorized $15,139.00. FHWA approved it as of April 27, 1983 and State accepted it on the same day. Total costs incurred were $19,228.83 during the project period of April 27, 1983 to December 19, 1984.

My examination was made in accordance with GAO Standards as implemented by OSHD audit policy. Accordingly the audit included such tests, observations and inquiries of Douglas Electric Cooperative records, procedures and internal controls as I considered necessary to provide assurance that financial operations were properly conducted, financial reports were presented fairly and Douglas Electric complied with applicable laws and regulations.

In my opinion the above conditions were generally adequate to assure a fair presentation of the claim.

Accordingly, in my opinion audited costs of $19,228.83 were eligible for participating under the terms of the agreement. Based on the current federal participating rate of 100 percent the Coop. is entitled to reimbursement in the amount of $19,228.83. Since they have previously been paid $15,139.00, the Coop. is now due $4,089.83.

MC:cl

APPROVED
V.E. Skoog
V. E. SKOOG, Controller
Oregon State Highway Division

④

OREGON STATE HIGHWAY DIVISION REQUEST FOR WARRANT

Payable to: Douglas Electric Cooperative, INC.
P.O. Box 1327
Roseburg, Oregon 97470

Project No.: F-14(7)
Hwy. Agr. No.:
Contract No.: 9633

Project: Mystic Creek - Camas Valley Section
Estimate No.: 2
Period Covered: 4/27/83 to 12/19/84
Work Order No.:

Invoice or Billing	Description	Total Amount to Date	Previous Amount	Present Amount
916		22913.03	15,139.00	7774.03
	Less overstated overhead			
	(See audit Report # 77-revised)	<405.39>		<405.39>
	(Total Audited Costs = 22,507.64)			
	Less amount in Excess of current	<3,278.81>		<3,278.81>
	Auth. of 19,228.83 - held pending			
	Additional Approval of overrun			
	Totals			
	Retained 0 %			
	Total Payments	19228.83	15139.00	4089.83

Approved by: RJ Haack

Prepared by: Rosalyn Wickham

Common Data Elements 7182

Doc. No. RW

01 02 86
Month Day Year

Agency 02 Vendor #0000900490 Suf. 00 Ref. Doc./Suf. Check No.

Suf	T/C	EA	Sub	Org	Obj	Actvy	M	Invoice No.	Amount	Sub. Acct.	Ref. Code	RPI
01	223	C04633	011	3000	336			916	4089.83		SFO#2	
02												
03												
04												
05												
06												
07												
08												

FORM NO.: 81-734-1359 (7/5/85)

(4)

OREGON STATE HIGHWAY DIVISIO **REQUEST FOR WARRANT**

Payable to: Douglas Electric Cooperative Inc.
P.O. Box 1327
Roseburg, Oregon 97470

Project No.: F-14(17)
Hwy. Agr. No.:
Contract No.: 9633

Project: Mystic Creek - Camas Valley Section
Estimate No.: 3 Final
Period Covered: 4/27/83 to 12/14/84
Work Order No.:

Invoice or Billing	Description	Total Amount to Date	Previous Amount	Present Amount
916		22,507.64	22,507.64	
	Amt previously held pending			
	FHWA Approval of over-run		⟨3,278.81⟩	3278.81
	Totals			
	Retained 0 %			
	Total Payments	22507.64	19228.83	3278.81

Approved by:

Prepared by: Wickham

Common Data Elements 8107

Doc. No. RW

0 1 2 8 8 6
Month Day Year

Agency 02 Vendor # 0000900490 Suf. 00 Ref. Doc./Suf. ________ Check No. ________

Suf	T/C	EA	Sub	Org	Obj	Actvy	M	Invoice No.	Amount	Sub. Acct.	Ref. Code	RPT
01	225	C09633	011	3000	336			916 - Bal	3278.81		SFO#2	
02												
03												
04												
05												
06												
07												
08												

FORM NO.: 81-734-1359 (7/5/85)

③

STATE OF OREGON
HIGHWAY ACCOUNTING
External Audit - 378-3425

INTEROFFICE MEMO

FILE: ACC 5-4

TO: Vernon E. Skoog
Controller

DATE: December 23, 1985

FROM: Matt Christenson Matt Christenson
Staff Auditor

SUBJECT: Audit Report No. 77 Revised
Douglas Electric Cooperative Inc.
Mystic Creek-Camas Valley Junction
Utility Adjustment

This report is a revision of Audit Report No. 77 dated September 13, 1985. Not all overhead charges were considered at the time of audit. Additional information was submitted November 26, 1985.

I have completed a site audit of the State's Force Order #2 with Douglas Electric Cooperative Inc, FA Project FA Project F-14(17). The agreement authorized $15,139.00. FHWA approved it as of April 27, 1983 and State accepted it on the same day. Total costs claimed were $22,913.03 during the project period of April 27, 1983 to December 19, 1983.

My examination was made in accordance with GAO Standards as implemented by OSHD audit policy. Accordingly the audit included such tests, observations and inquiries of Douglas Electric Coop. records, procedures and internal controls as I considered necessary to provide assurance that financial operations were properly conducted, financial reports were presented fairly and Douglas Electric complied with applicable laws and regulations.

In my opinion the above conditions were generally adequate to assure a fair presentation of the claim, except as follows: overstated overhead charges of $405.39 before the project period.

Accordingly, in my opinion audited costs of $22,507.64 were eligible for participating under the terms of the agreement. Based on the current federal participating rate of 100 percent the Coop is entitled to reimbursement in the amount of $22,507.64. Since they have previously been paid $15,139.00, the Coop is now due $7,368.64.

MC:cl

APPROVED
V. E. Skoog
V. E. SKOOG, Controller
Oregon State Highway Division

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OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

ORDER FOR FORCE WORK

WORK TO BE DONE BY: (State Forces or Utility, Railroad, Local Government Unit, etc. — by name) Douglas Electric Cooperative, Inc.		FUNCTION NO. ("SFO") ORDER NO. 336 — 2 revised
PROJECT NAME (SECTION) Mystic Creek-Camas Valley Section		CONTRACT NO. 9633
HIGHWAY Coos Bay - Roseburg	COUNTY Douglas	PREFIX C09633
		F.A. PROJECT NO. F-14(17)

DESCRIPTION AND LOCATION OF WORK TO BE DONE:

Relocate aerial power line facilities to accommodate the highway construction.

Station 1530+00 to Station 1600+00.

ESTIMATE OF QUANTITIES AND COSTS:

Revised Total Relocation Cost $22,507.64
(See attached copy of Audit Report No. 77 Revised)

EXPLANATION:

Part of the conflicting power line facilities were located on private property and part on public road right-of-way, therefore, pursuant to State and FHWA policies the Cooperative is entitled to reimbursement for the cost of relocating those facilities located on private property. FHWA PR-1240 is attached.

SUBMITTED BY Jackson Cartwright TITLE Utility Relocation Coordinator	DATE 1-28-86	APPROVAL RECOMMENDED OR APPROVED BY REGION	DATE
APPROVAL RECOMMENDED BY TITLE	DATE	NOTED OR APPROVED BY CONSTRUCTION OR TRAFFIC Gerald Wimer	DATE 1-30-86

CONTRACT PROJECTS —
Prepare a separate order for each type of force work. Submit original through channels to the Construction Engineer. Approved copies will be distributed to the Region, Project Manager, Highway Accounting and to others as appropriate.
DO NOT USE THIS FORM FOR FORCE ACCOUNT WORK BY CONTRACTORS.

TITLE II PROJECTS NOT UNDER CONTRACT —
Prepare a separate order for each type of force work. Submit original through channels to the Traffic Engineer. Approved copies will be distributed to the Region, Highway Accounting and to others as appropriate.

781

734-1105 (Rev. 7-84) XC: GONZALEZ, CHRISTOPHERSON

OREGON STATE HIGHWAY DIVISION 08/29/85 **PROGRESS ESTIM**

SECTION	MYSTIC CREEK-CAMAS VALLEY	SPECIFIED COMPLETION	EXTENSION	APPROVED
HIGHWAY	COOS BAY-ROSEBURG	A) 550 CD	5 CD	10-2-85
		B)		
COUNTY	DOUGLAS	C)		
TYPE WORK	GRAD,PAV,LANDSCAPING,STRUCT AND SIGN	CONTRACTOR	ROSS BROS. CONSTRUCTION INC.	

ITEM NO.	ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT
00001	JAMES SIX REGN ENGR						
00002	JOHN READ PROJECT MANAGER						
00002	RON BUSEY PROJECT MANAGER ITEM TOTAL 00002						
001	FURNISHING FIELD LABORATORY	EACH	35000000	1000	350000	1000	350000
002	MOBILIZATION	LUMP SUM	4540000000	100000	45400000	100000	45400000
003	TEMPORARY PROTECTION AND DIR OF TRAFFIC	LUMP SUM	210000000	100000	2100000	100000	2100000
004	TEMPORARY SIGNS	SQ FT	140000	492000	688800	612900	858060
005	TEMPORARY BARRICADES	EACH	1000000	38000	380000	36000	360000
006	TEMP CONT RAIL TRAFFIC BARRIERS REFLEC	LIN FT	60000	575000	345000	725000	435000

PROGRESS ESTIMATE AND COST REPORT

PAGE NO 01

FORM 81-734-3498 REV 8-85

EXTENSION	APPROVED	USED
D	10-2-85	809.5

CONTRACT NO. C09633

F.A.P. F 0014017

E.A. C09633

AWARDED 05 19 83

ESTIMATE NO. 027

WORK DONE TO

ESTIMATED DATE OF COMPLETION

S. CONSTRUCTION INC.

POST-SEMI-FINAL

CORRECTED ESTIMATE		PERFORMED TO DATE 83/00/06		TO COMPLETE 83/00/00		PARTICIPATION INDICATOR	PERFORMED SINCE LAST ESTIMATE	
QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
						11		
						11		
1000	350000	1000	350000			11		
100000	45400000	100000	45400000			11		
100000	2100000	100000	2100000			11		
612900	858060	612900	858060			11	Used All	
36000	360000	36000	360000			11		
725000	435000	725000	435000			11	Used All	

OREGON STATE HIGHWAY DIVISION 06/29/88 **PROGRESS ESTI**

SECTION MYSTIC CREEK-CAMAS VALLEY

HIGHWAY COOS BAY-ROSEBURG

COUNTY DOUGLAS

TYPE WORK GRAD,PAV,LANDSCAPING,STRUCT AND SIGN

	SPECIFIED COMPLETION	EXTENSION	APPROVED
A)	550 CD	3 CD	10-2-8
B)			
C)			

CONTRACTOR ROSS BROS. CONSTRUCTION INC

ITEM NO.	ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT
007	TEMPORARY GUARD RAIL TYPE 1 REFLECT	LIN FT	50000	2400000	1200000	1177000	588500
008	TEMP GUARD RAIL TYPE 1-A MOD REFLECTORIZ	LIN FT	80000	138000	110400	138000	110400
009	TEMPORARY REFLECTIVE PAVEMENT MARKRS	EACH	70000	120000	84000	102000	71400
010	FLAGMEN	HOUR	150000	6500000	9750000	7009500	10514250
011	PILOT CAR	HOUR	200000	500000	1000000	71000	142000
012	STRAW BALE SEDIMENT BARRIER TYPE A	LIN FT	30000	7000000	2100000	820500	246150
013	STRAW BALE SEDIMENT BARRIER TYPE B	LIN FT	50000	400000	200000	38000	19000
014	TEMPORARY SEDIMENT FENCE	LIN FT	50000	600000	300000		
015	TEMPORARY SLOPE DRAINS	LIN FT	60000	1000000	600000		

PROGRESS ESTIMATE AND COST REPORT

PAGE NO 0

FORM 81-734-3498 REV 8-85

EXTENSION	APPROVED	USED		
0	10-2-85	809.5	CONTRACT NO. C09633 F.A.P. F 0014017 E.A. C09633 AWARDED 05 19 83 ESTIMATE NO. 027	WORK DONE TO ESTIMATED DATE OF COMPLETION

OS. CONSTRUCTION INC.

POST-SEMI-FINAL

CORRECTED ESTIMATE		PERFORMED TO DATE 83/00/05		TO COMPLETE 83/00/00			PERFORMED SINCE LAST ESTIMATE	
QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
1177000	588500	1177000	588500			11		
138000	110400	138000	110400			11		
102000	71400	102000	71400			11		
7009500	10514250	7009500	10514250			11	Used All	
71000	142000	71000	142000			11		
820500	246150	820500	246150			11		
38000	19000	38000	19000			11		
						11		
						11		

OREGON STATE HIGHWAY DIVISION 08/29/88 **PROGRESS ESTIM**

SECTION	MYSTIC CREEK-CAMAS VALLEY	SPECIFIED COMPLETION	EXTENSION	APPROVED
HIGHWAY	COOS BAY-ROSEBURG	A) 550 CD	3 CD	10-2-85
		B)		
COUNTY	DOUGLAS	C)		
TYPE WORK	GRAD,PAV,LANDSCAPING,STRUCT AND SIGN	CONTRACTOR	ROSS BROS. CONSTRUCTION INC.	

ITEM NO.	ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT
016	TEMPORARY DRAINAGE CURBS	LIN FT	20000	2000000	400000	189100	37820
017	TEMPORARY SCOUR HOLES	EACH	1000000	30000	300000	2000	20000
018	SAND BAGS	EACH	200000	150000	300000	12000	24000
01899	ROADWORK						
019	CLEARING AND GRUBBING	LUMP SUM	2400000000	100000	24000000	100000	24000000
020	REMOVAL OF STRUCTURES AND OBSTRUCTIONS	LUMP SUM	210000000	100000	2100000	100000	2100000
021	DITCH EXCAVATION	CU YD	40000	435000	174000	586960	234784
022	EMBANKMENT FOUNDATION EXCAVATION	CU YD	60000	5000000	3000000	5196630	3117978
023	GENERAL EXCAVATION	CU YD	32500	344168000	111854600	366183140	119009521

PROGRESS ESTIMATE AND COST REPORT

PAGE NO 03

FORM 81-734-3498 REV 8-85

EXTENSION	APPROVED	USED
CD	10-2-85	809.5

CONTRACT NO. C09633
F A P F 0014017
E A. C09633
AWARDED 05 19 83
ESTIMATE NO. 027

WORK DONE TO

ESTIMATED DATE OF COMPLETION

ROS. CONSTRUCTION INC.

POST-SEMI-FINAL

CORRECTED ESTIMATE		PERFORMED TO DATE 83/00/06		TO COMPLETE 83/00/00		[illegible]	PERFORMED SINCE LAST ESTIMATE	
QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
189100	37820	189100	37820			11		
2000	20000	2000	20000			11		
12000	24000	12000	24000			11		
						11		
100000	24000000	100000	24000000			11		
100000	2100000	100000	2100000			11		
586960	234784	586960	234784			11		607.84
5196630	3117976	5196630	3117978			11		1,179.28
366183140	119009521	366183140	119009521			11	Used All	

OREGON STATE HIGHWAY DIVISION 08/29/86 **PROGRESS ESTI**

SECTION	MYSTIC CREEK-CAMAS VALLEY		SPECIFIED COMPLETION	EXTENSION	APPROVE
HIGHWAY	COOS BAY-ROSEBURG	A)	550 CD	3 CD	10-2-8
COUNTY	DOUGLAS	B)			
		C)			
TYPE WORK	GRAD,PAV,LANDSCAPING,STRUCT AND SIGN	CONTRACTOR	ROSS BROS. CONSTRUCTION INC		

ITEM NO.	ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT
024	TOE TRENCH EXCAVATION	CU YD	30000	8893000	2667900	12491510	3747453
025	EXTRA FOR SELECTED TPSOIL MATERIAL	CU YD	80000	225000	180000	139490	111592
026	EXTRA FOR SELECTED ROCK EMBANKMENT MTRL	CU YD	20000	34719000	6943800	29794440	5958888
027	EXTRA FOR SELECTED ROCK IN DITCH MTRL	CU YD	75000	375000	281250	27000	20250
028	TRENCH EXCAVATION	CU YD	140000	1888000	2643200	2946690	4125366
029	FINISHING ROADBED AND SLOPES	LUMP SUM	320000000	100000	3200000	100000	3200000
030	WATERING	M-GAL	150000	380000	570000	827700	1241550
031	1"-0 AGGREGATE BASE	TON	89500			404485	362014

PROGRESS ESTIMATE AND COST REPORT

PAGE NO 04

FORM 81-734-3498 REV. 8-85

EXTENSION CD
APPROVED 10-2-85
USED 839.5

CONTRACT NO. C09633
F.A.P. F 0014017
E.A. C09633
AWARDED 05 19 83
ESTIMATE NO 027
POST-SEMI-FINAL

WORK DONE TO

ESTIMATED DATE OF COMPLETION

RDS. CONSTRUCTION INC.

CORRECTED ESTIMATE		PERFORMED TO DATE 83/00/06		TO COMPLETE 83/00/00			PERFORMED SINCE LAST ESTIMATE	
QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
12491510	3747453	12491510	3747453			11	Used All	
139490	111592	139490	111592			11		
29794440	5958888	29794440	5958888			11		
27000	20250	27000	20250			11		
2946690	4125366	2946690	4125366			11		
100000	3200000	100000	3200000			11		
827700	1241550	827700	1241550			11		
404485	362014	404485	362014			10		

OREGON STATE HIGHWAY DIVISION 06/29/88 **PROGRESS ESTI**

SECTION MYSTIC CREEK-CAMAS VALLEY
HIGHWAY COOS BAY-ROSEBURG
COUNTY DOUGLAS
TYPE WORK GRAD,PAV,LANDSCAPING,STRUCT AND SIGN

SPECIFIED COMPLETION	EXTENSION	APPROVE
A) 550 CD	3 CD	10-2-8
B)		
C)		

CONTRACTOR ROSS BROS. CONSTRUCTION INC

ITEM NO.	ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT
031	1"-0 AGGREGATE BASE	TON	89500	12000000	10740000	13285205	11890258
	ITEM TOTAL	031		12000000	10740000	13689690	12252272
032	AGGREGATE SHOULDERS	TON	89500	4000000	3580000	5947200	5322744
033	TREATED BASE MIXTURE	TON	102500			1234127	1264980
033	TREATED BASE MIXTURE	TON	102500	33000000	33825000	34045863	34897010
	ITEM TOTAL	033		33000000	33825000	35279990	36161990
034	CEMENT IN TREATED BASE MIXTURE	TON	800000			96676	773408
034	CEMENT IN TREATED BASE MIXTURE	TON	800000	1615000	14520000	1598494	12787952
	ITEM TOTAL	034		1615000	14520000	1695170	13561360
035	CLASS B ASPHALT CONCRETE MIXTURE	TON	159500	12500000	19937500	2555700	4076342
036	ASPHALT CEMENT IN MIXTURE	TON	1700000	750000	12750000	808530	13745010
037	ASPHALT IN TACK COAT	TON	2500000	8000	200000	12780	319500
038	MEMBRANE WATERPROOFING	SQ YD	60000	805000	483000	838900	503340

PROGRESS ESTIMATE AND COST REPORT

PAGE NO 05

FORM 81-734-3498 REV. 8-85

CONTRACT NO C09633

FAP F 0014017

E.A. C09633

AWARDED 05 19 83

ESTIMATE NO 027

WORK DONE TO

ESTIMATED DATE OF COMPLETION

EXTENSION	APPROVED	USED
CD	10-2-85	509.5

ROS. CONSTRUCTION INC.

POST-SEMI-FINAL

CORRECTED ESTIMATE		PERFORMED TO DATE 83/00/06		TO COMPLETE 83/00/00			PERFORMED SINCE LAST ESTIMATE	
QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
13285205 13689690	11890258 12252272	13285205 13689690	11890258 12252272			11		
5947200	5322744	5947200	5322744			11		
1234127	1264980	1234127	1264980			10		
34045863 35279990	34897010 36161990	34045863 35279990	34897010 36161990			11		
96676	773408	96676	773408			10		
1598494 1695170	12787952 13561360	1598494 1695170	12787952 13561360			11		
2555700	4076342	2555700	4076342			11		
808530	13745010	808530	13745010			11		
12780	319500	12780	319500			11		
838900	503340	838900	503340			11		

OREGON STATE HIGHWAY DIVISION 08/29/88 **PROGRESS ESTI**

SECTION MYSTIC CREEK-CAMAS VALLEY
HIGHWAY COOS BAY-ROSEBURG
COUNTY DOUGLAS
TYPE WORK GRAD,PAV,LANDSCAPING,STRUCT AND SIGN

	SPECIFIED COMPLETION	EXTENSION	APPROVED
A)	550 CD	3 CD	10-2-85
B)			
C)			

CONTRACTOR ROSS BROS. CONSTRUCTION INC

ITEM NO.	ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT
039	CONCRETE IN BOX CULVERT	CU YD	3900000	65000	2535000	63810	2488590
040	REINFORCEMENT IN BOX CULVERT	LBS	4000	8900000	356000	9868000	394720
041	8-INCH CULVERT PIPE	LIN FT	80000	453000	362400	323000	258400
042	12-INCH CULVERT PIPE	LIN FT	100000	1824000	1824000	1466000	1466000
043	18-INCH CULVERT PIPE	LIN FT	150000	1271000	1906500	1424000	2136000
044	36-INCH ARCH TYPE PIPE	LIN FT	300000	62000	186000	62000	186000
045	12-INCH SLIP JOINTS	EACH	3250000	4000	130000	3000	97500
046	18-INCH SLIP JOINTS	EACH	5000000	2000	100000	2000	100000
047	EXTRA FOR PIPE UNDER PAVEMENT	LIN FT	200000	26000	52000	54000	108000

PROGRESS ESTIMATE AND COST REPORT

PAGE NO 36

FORM 81-734-3498 REV. 8-85

EXTENSION	APPROVED	USED
CD	10-2-85	839.5

CONTRACT NO C09633
F.A.P. F 0014017
E.A C09633
AWARDED 05 19 83
ESTIMATE NO 027

WORK DONE TO:
ESTIMATED DATE OF COMPLETION.

ROS. CONSTRUCTION INC.

POST-SEMI-FINAL

CORRECTED ESTIMATE		PERFORMED TO DATE 83/00/06		TO COMPLETE 83/00/00			PERFORMED SINCE LAST ESTIMATE	
QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
63810	2488590	63810	2488590			11		
9868000	394720	9868000	394720			11		
323000	258400	323000	258400			11		
1466000	1466000	1466000	1466000			11		
1424000	2136000	1424000	2136000			11		
62000	186000	62000	186000			11		
3000	97500	3000	97500			11		
2000	100000	2000	100000			11		
54000	108000	54000	108000			11		

OREGON STATE HIGHWAY DIVISION 03/29/88 **PROGRESS ESTI**

SECTION	MYSTIC CREEK-CAMAS VALLEY	SPECIFIED COMPLETION	EXTENSION	APPROVE
HIGHWAY	COOS BAY-ROSEBURG	A) 550 CD	3 CD	10-2-8
COUNTY	DOUGLAS	B)		
		C)		
TYPE WORK	GRAD,PAV,LANDSCAPING,STRUCT AND SIGN	CONTRACTOR	ROSS BROS. CONSTRUCTION IN	

ITEM NO.	ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT
048	CONCRETE INLETS TYPE G-1	EACH	5000000	4000	200000	3000	150000
049	CONCRETE INLETS TYPE G-2	EACH	5000000	10000	500000	11000	550000
050	CONCRETE INLETS TYPE M-E	EACH	8500000	4000	340000	1000	85000
051	3-INCH DRAIN PIPE	LIN FT	20000	92000	18400	92000	18400
052	6-INCH DRAIN PIPE	LIN FT	30000	3594000	1078200	5036000	1510800
053	8-INCH DRAIN PIPE	LIN FT	50000	2515000	1257500	1591000	795500
054	FILTER FABRIC	SQ YD	20000	18175000	3635000	7251600	1450320
055	GRAVEL IN DRAINS	CU YD	150000	910000	1365000	698680	1048020
056	GUARD RAIL TYPE 2A	LIN FT	90000	7000000	6300000	7494000	6744600

PROGRESS ESTIMATE AND COST REPORT

PAGE NO 07

FORM 81-734-3498 REV. 8-85

EXTENSION	APPROVED	USED
CD	10-2-85	509.5

CONTRACT NO. C09633
F.A.P F 0014017
E.A. C09633
AWARDED 05 19 83
ESTIMATE NO. 027
POST-SEMI-FINAL

WORK DONE TO

ESTIMATED DATE OF COMPLETION:

BROS. CONSTRUCTION INC.

CORRECTED ESTIMATE		PERFORMED TO DATE 83/00/06		TO COMPLETE 83/00/00			PERFORMED SINCE LAST ESTIMATE	
QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
3000	150000	3000	150000			11		
11000	550000	11000	550000			11		
1000	85000	1000	85000			11		
92000	18400	92000	18400			11		
5036000	1510800	5036000	1510800			11		
1591000	795500	1591000	795500			11		
7251600	1450320	7251600	1450320			11		
698680	1048020	698680	1048020			11		
7494000	6744600	7494000	6744600			11		

OREGON STATE HIGHWAY DIVISION

05/29/86

PROGRESS ESTI

SECTION	MYSTIC CREEK-CAMAS VALLEY	SPECIFIED COMPLETION	EXTENSION	APPROVED
HIGHWAY	COOS BAY-ROSEBURG	A) 550 CD	3 CD	10-2-85
COUNTY	DOUGLAS	B)		
		C)		
TYPE WORK	GRAD,PAV,LANDSCAPING,STRUCT AND SIGN	CONTRACTOR	ROSS BROS. CONSTRUCTION INC.	

ITEM NO.	ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT
057	GUARD RAIL TYPE 3	LIN FT	200000	900000	1800000	875000	1750000
058	GUARD RAIL ANCHORS TYPE 1	EACH	2500000	34000	850000	35000	875000
059	RAIL END PIECES TYPE B	EACH	400000	6000	24000	5000	20000
060	RAIL END PIECES TYPE C	EACH	1000000	20000	200000	27000	270000
061	TYPE 2 FENCE	LIN FT	30000	300000	90000	580000	174000
062	16' SINGLE GATES	EACH	4250000	1000	42500	1000	42500
063	EXTRA FOR ASPHALT APPROACHES	EACH	2500000	45000	1125000	41000	1025000
064	PAVED CULVERT END SLOPES	SQ FT	60000	186000	111600	93000	55800
065	DRAINAGE CURBS	LIN FT	20000	750000	150000	192000	38400

PROGRESS ESTIMATE AND COST REPORT

PAGE NO 08

FORM 81-734-3498 REV 8-85

EXTENSION	APPROVED	USED
CD	10-2-85	609.5

CONTRACT NO. C09633
F.A.P. F 0014017
E.A. C09633
AWARDED 05 19 83
ESTIMATE NO. 027

WORK DONE TO.
ESTIMATED DATE OF COMPLETION:

BROS. CONSTRUCTION INC.

POST-SEMI-FINAL

CORRECTED ESTIMATE		PERFORMED TO DATE 83/00/00		TO COMPLETE 83/00/00			PERFORMED SINCE LAST ESTIMATE	
QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
875000	1750000	875000	1750000			11		
35000	875000	35000	875000			11		
5000	20000	5000	20000			11		
27000	270000	27000	270000			11		
580000	174000	580000	174000			11		
1000	42500	1000	42500			11		
41000	1025000	41000	1025000			11		
93000	55800	93000	55800			11		
192000	38400	192000	38400			11		

OREGON STATE HIGHWAY DIVISION 08/29/88 **PROGRESS ESTIM**

SECTION MYSTIC CREEK-CAMAS VALLEY

HIGHWAY COOS BAY-ROSEBURG

COUNTY DOUGLAS

TYPE WORK GRAD,PAV,LANDSCAPING,STRUCT AND SIGN

	SPECIFIED COMPLETION	EXTENSION	APPROVED
A)	550 CD	3 CD	10-2-85
B)			
C)			

CONTRACTOR ROSS BROS. CONSTRUCTION INC.

ITEM NO.	ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION		CORRECTED ESTIMATE	
				QUANTITY	AMOUNT	QUANTITY	AMOUNT
066	GROUTED ROCK DITCHES	SQ YD	300000	320000	960000	76400	229200
067	DELINEATORS TYPE 2	EACH	200000	140000	280000	116000	232000
068	DELINEATORS TYPE 3	EACH	250000	60000	150000	32000	80000
069	DELINEATORS TYPE 4	EACH	140000	70000	98000	73000	102200
070	SINGLE MAILBOX SUPPORTS	EACH	700000	3000	21000	1000	7000
071	MULTIPLE MAILBOX SUPPORTS	EACH	1350000	2000	27000	1000	13500
07199	LANDSCAPING						
072	ROADSDE SEEDNG&STRAW MLCH WITH MULCH BNDR	ACRE	6500000	28000	1820000	43400	2821000
073	FURNISHING AND PLANTING DOUGLAS FIR	EACH	10000	2000000	200000	2998000	299800

PROGRESS ESTIMATE AND COST REPORT

PAGE NO 09

FORM 81-734-3498 REV 8-85

EXTENSION	APPROVED	USED
CD	10-2-85	809.5

CONTRACT NO C09633

F.A.P. F 0014017

E.A. C09633

AWARDED 05 19 83

ESTIMATE NO 027

WORK DONE TO

ESTIMATED DATE OF COMPLETION

BROS. CONSTRUCTION INC.

POST-SEMI-FINAL

CORRECTED ESTIMATE		PERFORMED TO DATE 83/00/06		TO COMPLETE 83/00/00			PERFORMED SINCE LAST ESTIMATE	
QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
76400	229200	76400	229200			11		
116000	232000	116000	232000			11		
32000	80000	32000	80000			11		
73000	102200	73000	102200			11		
1000	7000	1000	7000			10		
1000	13500	1000	13500			10		
						11		
43400	2821000	43400	2821000			11		
2998000	299800	2998000	299800			11		

OREGON STATE HIGHWAY DIVISION 06/29/88 **PROGRESS ESTI**

SECTION MYSTIC CREEK-CAMAS VALLEY

HIGHWAY COOS BAY-ROSEBURG

COUNTY DOUGLAS

TYPE WORK GRAD,PAV,LANDSCAPING,STRUCT AND SIGN

	SPECIFIED COMPLETION	EXTENSION	APPROVE
A)	550 CD	3 CD	10-2-8
B)			
C)			

CONTRACTOR ROSS BROS. CONSTRUCTION INC

ITEM NO.	ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT
074	FURNISHING AND PLANTING WHITE ALDER TRS	EACH	20000	300000	60000	293000	58600
07499	STRUCTURES BRIDGE NO 16410						
075	SHORING CRIBBING ETC	LUMP SUM	410000000	100000	4100000	100000	4100000
076	STRUCTURE EXCAVATION	CU YD	190000	600000	1140000	591170	1123223
077	STRUCTURE EXCAVATION BLW ELEV SHOWN	CU YD	80000	60000	48000	53330	42664
078	SPECIAL WALL BACKFILL	CU YD	220000	45000	99000	65670	144474
079	FURNISH PILE DRIVING EQUIPMENT	LUMP SUM	50000000	100000	500000	100000	500000
080	FURNISH HP 12 X 53 STEEL PILING	LIN FT	160000	700000	1120000	656000	1049600
081	DRIVE STEEL PILES	LIN FT	10000	700000	70000	656000	65600

PROGRESS ESTIMATE AND COST REPORT

PAGE NO 10

FORM 81-734-3498 REV. 8-85

EXTENSION	APPROVED	USED
D	10-2-85	509.5

CONTRACT NO. C09633
F.A.P. F 0014017
E.A. C09633
AWARDED 05 19 83
ESTIMATE NO 027

WORK DONE TO.

ESTIMATED DATE OF COMPLETION

ROS. CONSTRUCTION INC.

POST-SEMI-FINAL

CORRECTED ESTIMATE		PERFORMED TO DATE 83/00/06		TO COMPLETE 83/00/00			PERFORMED SINCE LAST ESTIMATE	
QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
293000	58600	293000	58600			11		
						11		
100000	4100000	100000	4100000			11		
591170	1123223	591170	1123223			11		
53330	42664	53330	42664			11		
65670	144474	65670	144474			11		
100000	500000	100000	500000			11		
656000	1049600	656000	1049600			11		
656000	65600	656000	65600			11		

OREGON STATE HIGHWAY DIVISION 08/29/88 **PROGRESS ESTI**

SECTION MYSTIC CREEK-CAMAS VALLEY
HIGHWAY COOS BAY-ROSEBURG
COUNTY DOUGLAS
TYPE WORK GRAD,PAV,LANDSCAPING,STRUCT AND SIGN

	SPECIFIED COMPLETION	EXTENSION	APPROVED
A)	550 CD	3 CD	10-2-8
B)			
C)			

CONTRACTOR ROSS BROS. CONSTRUCTION INC

ITEM NO.	ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT
082	STRUCTURAL CONCRETE CLASS 3300	LUMP SUM	600000000	100000	6000000	100000	6000000
083	STRUCTURAL CONCRETE CLASS 4000	LUMP SUM	400000000	100000	4000000	100000	4000000
084	STRUCTURAL CONCRETE CLASS 4500	LUMP SUM	700000000	100000	7000000	100000	7000000
085	70'/75' TYPE IV PRESTRSSD BEAMSEACH		72350000	1000	723500	1000	723500
086	75'/80' TYPE IV PRESTRSSD BEAMSEACH		72350000	5000	3617500	5000	3617500
087	80'/85' TYPE IV PRESTRSSD BEAMSEACH		72350000	1000	723500	1000	723500
088	85'/90' TYPE IV PRESTRSSD BEAMSEACH		72350000	1000	723500	1000	723500
089	90'/95' TYPE IV PRESTRSSD BEAMSEACH		72350000	1000	723500	1000	723500
090	95'/100' TYPE IV PRESTRSSD BEAMSEACH		72350000	1000	723500	1000	723500

PROGRESS ESTIMATE AND COST REPORT

PAGE NO. 11

FORM 81-734-3498 REV. 8-85

EXTENSION	APPROVED	USED
CD	10-2-85	809.5

CONTRACT NO. C09633
F.A.P. F 0014017
E.A. C09633
AWARDED 05 19 83
ESTIMATE NO. 027

WORK DONE TO:

ESTIMATED DATE OF COMPLETION

BROS. CONSTRUCTION INC.

POST-SEMI-FINAL

CORRECTED ESTIMATE		PERFORMED TO DATE 83/00/06		TO COMPLETE 83/00/00		PARTICIPATION INDICATOR	PERFORMED SINCE LAST ESTIMATE	
QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
100000	6000000	100000	6000000			11		
100000	4000000	100000	4000000			11		
100000	7000000	100000	7000000			11		
1000	723500	1000	723500			11		
5000	3617500	5000	3617500			11		
1000	723500	1000	723500			11		
1000	723500	1000	723500			11		
1000	723500	1000	723500			11		
1000	723500	1000	723500			11		

OREGON STATE HIGHWAY DIVISION 03/29/88 **PROGRESS ESTIM**

SECTION MYSTIC CREEK-CAMAS VALLEY
HIGHWAY COOS BAY-ROSEBURG
COUNTY DOUGLAS
TYPE WORK GRAD,PAV,LANDSCAPING,STRUCT AND SIGN

	SPECIFIED COMPLETION	EXTENSION	APPROVED
A)	550 CD	3 CD	10-2-85
B)			
C)			

CONTRACTOR ROSS BROS. CONSTRUCTION INC.

ITEM	ITEM NAME		UNIT PRICE	ORIGINAL AUTHORIZATION		CORRECTED ESTIMATE	
NO.		UNIT		QUANTITY	AMOUNT	QUANTITY	AMOUNT
091	100'/105' TYPE IV PRESTRSSD BEAMS	EACH	72350000	5000	3617500	5000	3617500
092	105'/110' TYPE IV PRESTRSSD BEAMS	EACH	72350000	3000	2170500	3000	2170500
093	REINFORCEMENT	LUMP SUM	390000000	100000	3900000	100000	3900000
094	COATED REINFORCEMENT	LUMP SUM	191350000	100000	1913500	100000	1913500
095	REINFORCED CONCRETE BRDG END PANELS	SQ YD	500000	222000	1110000	222000	1110000
09599	BRIDGE NO 16411						
096	STRUCTURE EXCAVATION	CU YD	250000	350000	875000	366210	915525
097	STRUCTURE EXCAVATION BELOW ELEV SHWN	CU YD	100000	35000	35000	19360	19360
098	SPECIAL WALL BACKFILL	CU YD	210000	50000	105000	64430	135303

PROGRESS ESTIMATE AND COST REPORT

PAGE NO 12

FORM 81-734-3498 REV. 8-85

EXTENSION	APPROVED	USED
CD	10-2-85	509.5

CONTRACT NO. C09633
FAP F 0014017
E A C09633
AWARDED 05 19 83
ESTIMATE NO 027

WORK DONE TO

ESTIMATED DATE OF COMPLETION

ROS. CONSTRUCTION INC.

POST-SEMI-FINAL

CORRECTED ESTIMATE		PERFORMED TO DATE 83/00/00		TO COMPLETE 83/00/00			PERFORMED SINCE LAST ESTIMATE	
QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
5000	3617500	5000	3617500			11		
3000	2170500	3000	2170500			11		
100000	3900000	100000	3900000			11		
100000	1913500	100000	1913500			11		
222000	1110000	222000	1110000			11		
						11		
366210	915525	366210	915525			11		
19380	19360	19380	19360			11		
64430	135303	64430	135303			11		

OREGON STATE HIGHWAY DIVISION 03/29/88 **PROGRESS ESTIMA**

SECTION MYSTIC CREEK-CAMAS VALLEY

HIGHWAY COOS BAY-ROSEBURG

COUNTY DOUGLAS

TYPE WORK GRAD,PAV,LANDSCAPING,STRUCT AND SIGN

	SPECIFIED COMPLETION	EXTENSION	APPROVED
A)	550 CD	3 CD	10-2-85
B)			
C)			

CONTRACTOR ROSS BROS. CONSTRUCTION INC.

ITEM NO.	ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT
099	FURNISH PILE DRIVING EQUIPMENT	LUMP SUM	47700000	100000	477000	100000	477000
100	FURNISH HP 12 X 53 STEEL PILING	LIN FT	190000	474000	900600	512000	972800
101	DRIVE STEEL PILES	LIN FT	10000	474000	47400	512000	51200
102	STRUCTURAL CONCRETE CLASS 3300	LUMP SUM	570000000	100000	5700000	100000	5700000
103	STRUCTURAL CONCRETE CLASS 4000	LUMP SUM	380000000	100000	3800000	100000	3800000
104	STRUCTURAL CONCRETE CLASS 4500	LUMP SUM	770000000	100000	7700000	100000	7700000
105	65'/70' TYPE IV PRESTRSSD BEAMSEACH		75550000	1000	755500	1000	755500
106	70'/75' TYPE IV PRESTRSSD BEAMSEACH		75550000	1000	755500	1000	755500
107	80'/85' TYPE IV PRESTRSSD BEAMSEACH		75550000	1000	755500	1000	755500

PROGRESS ESTIMATE AND COST REPORT

PAGE NO 13

FORM 81-734-3498 REV 8-85

EXTENSION	APPROVED	USED
CD	10-2-85	609.5

CONTRACT NO. C09633
F.A.P. F 0014017
E.A. C09633
AWARDED 05 19 83
ESTIMATE NO 027
WORK DONE TO
ESTIMATED DATE OF COMPLETION

RDS. CONSTRUCTION INC.

POST-SEMI-FINAL

CORRECTED ESTIMATE		PERFORMED TO DATE 83/00/06		TO COMPLETE 83/00/00			PERFORMED SINCE LAST ESTIMATE	
QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
100000	477000	100000	477000			11		
512000	972800	512000	972800			11		
512000	51200	512000	51200			11		
100000	5700000	100000	5700000			11		
100000	3800000	100000	3800000			11		
100000	7700000	100000	7700000			11		
1000	755500	1000	755500			11		
1000	755500	1000	755500			11		
1000	755500	1000	755500			11		

OREGON STATE HIGHWAY DIVISION 08/29/86 **PROGRESS ESTIM**

SECTION	MYSTIC CREEK-CAMAS VALLEY		SPECIFIED COMPLETION	EXTENSION	APPROVED
HIGHWAY	COOS BAY-ROSEBURG	A)	550 CD	3 CD	10-2-85
		B)			
COUNTY	DOUGLAS	C)			
TYPE WORK	GRAD,PAV,LANDSCAPING,STRUCT AND SIGN	CONTRACTOR	ROSS BROS. CONSTRUCTION INC.		

ITEM NO	ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT
108	65'/90' TYPE IV PRESTRSSD BEAMSEACH		75550000	1000	755500	1000	755500
109	95'/100' TYPE IV PRESTRSSD BEAMSEACH		75550000	7000	5288500	7000	5288500
110	100'/105' TYPE IV PRESTRSSD BEAMSEACH		75550000	6000	4533000	6000	4533000
111	105'/110' TYPE IV PRESTRSSD BEAMSEACH		75550000	2000	1511000	2000	1511000
112	REINFORCEMENT	LUMP SUM	310000000	100000	3100000	100000	3100000
113	COATED REINFORCEMENT	LUMP SUM	130000000	100000	1800000	100000	1800000
114	REINFORCED CONCRETE BRDG END PANELSSQ YD		500000	223000	1115000	220000	1100000
11499	BRIDGE NO 16412						
115	SHORING CRIBBING ETC	LUMP SUM	164670000	100000	1646700	100000	1646700

PROGRESS ESTIMATE AND COST REPORT

PAGE NO. 14

FORM 81-734-3498 REV 8-85

EXTENSION	APPROVED	USED
CD	10-2-85	804.5

CONTRACT NO C09633
F.A.P. F 0014017
E A C09633
AWARDED 05 19 83
ESTIMATE NO 027

WORK DONE TO

ESTIMATED DATE OF COMPLETION

BROS. CONSTRUCTION INC.

POST-SEMI-FINAL

CORRECTED ESTIMATE		PERFORMED TO DATE 83/00/06		TO COMPLETE 83/00/00			PERFORMED SINCE LAST ESTIMATE	
QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
1000	755500	1000	755500			11		
7000	5288500	7000	5288500			11		
6000	4533000	6000	4533000			11		
2000	1511000	2000	1511000			11		
100000	3100000	100000	3100000			11		
100000	1800000	100000	1800000			11		
220000	1100000	220000	1100000			11		
						11		
100000	1646700	100000	1646700			11		

OREGON STATE HIGHWAY DIVISION 08/29/86 **PROGRESS ESTIMA**

SECTION MYSTIC CREEK-CAMAS VALLEY
HIGHWAY COOS BAY-ROSEBURG
COUNTY DOUGLAS
TYPE WORK GRAD,PAV,LANDSCAPING,STRUCT AND SIGN

SPECIFIED COMPLETION	EXTENSION	APPROVED
A) 550 CD	3 CD	10-2-85
B)		
C)		

CONTRACTOR ROSS BROS. CONSTRUCTION INC.

ITEM NO.	ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT
116	STRUCTURE EXCAVATION	CU YD	170000	318000	540600	441180	750006
117	STRUCTURE EXCAVATION BELOW ELEV SHWN	CU YD	70000	30000	21000		
118	SPECIAL WALL BACKFILL	CU YD	210000	65000	136500	97760	205296
119	FURNISH PILE DRIVING EQUIPMENT	LUMP SUM	49200000	100000	492000	100000	492000
120	FURNISH HP 12 X 53 STEEL PILING	LIN FT	190000	468000	889200	451000	856900
121	DRIVE STEEL PILES	LIN FT	10000	468000	46800	453250	45325
122	STRUCTURAL CONCRETE CLASS 3300	LUMP SUM	1110000000	100000	11100000	100000	11100000
123	STRUCTURAL CONCRETE CLASS 4500	LUMP SUM	600000000	100000	6000000	100000	6000000
124	43'/45' TYPE IV PRESTRSSD BEAMS	EACH	58350000	1000	583500	1000	583500

PROGRESS ESTIMATE AND COST REPORT

PAGE NO 15

FORM 81-734-3498 REV. 8-85

EXTENSION	APPROVED	USED	
CD	10-2-85	809.5	

CONTRACT NO C09633

F.A.P F 0014017

E A C09633

AWARDED 05 19 83

ESTIMATE NO. 027

POST-SEMI-FINAL

WORK DONE TO

ESTIMATED DATE OF COMPLETION

BROS. CONSTRUCTION INC.

CORRECTED ESTIMATE		PERFORMED TO DATE 83/00/06		TO COMPLETE 83/00/00			PERFORMED SINCE LAST ESTIMATE	
QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
441180	750006	441180	750006			11		
						11		
97760	205296	97760	205296			11		
100000	492000	100000	492000			11		
451000	556900	451000	556900			11		
453250	45325	453250	45325			11		
100000	11100000	100000	11100000			11		
100000	6000000	100000	6000000			11		
1000	583500	1000	583500			11		

OREGON STATE HIGHWAY DIVISION 08/29/88 **PROGRESS ESTIM**

SECTION MYSTIC CREEK-CAMAS VALLEY

HIGHWAY COOS BAY-ROSEBURG

COUNTY DOUGLAS

TYPE WORK GRAD,PAV,LANDSCAPING,STRUCT AND SIGN

	SPECIFIED COMPLETION	EXTENSION	APPROVED
A)	550 CD	5 CD	10-2-85
B)			
C)			

CONTRACTOR ROSS BROS. CONSTRUCTION INC.

ITEM NO.	ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT
125	45'/50' TYPE IV PRESTRSSD BEAMS	EACH	58350000	1000	583500	1000	583500
126	50'/55' TYPE IV PRESTRSSD BEAMS	EACH	58350000	1000	583500	1000	583500
127	55'/60' TYPE IV PRESTRSSD BEAMS	EACH	58350000	2000	1167000	2000	1167000
128	60'/65' TYPE IV PRESTRSSD BEAMS	EACH	58350000	1000	583500	1000	583500
129	65'/70' TYPE IV PRESTRSSD BEAMS	EACH	58350000	2000	1167000	2000	1167000
130	70'/75' TYPE IV PRESTRSSD BEAMS	EACH	58350000	1000	583500	1000	583500
131	75'/80' TYPE IV PRESTRSSD BEAMS	EACH	58350000	2000	1167000	2000	1167000
132	85'/90' TYPE IV PRESTRSSD BEAMS	EACH	58350000	7000	4084500	7000	4084500
133	REINFORCEMENT	LUMP SUM	350000000	100000	3500000	100000	3500000

PROGRESS ESTIMATE AND COST REPORT

PAGE NO 16

FORM 81-734-3498 REV. 8-85

EXTENSION
CD

APPROVED
10-2-85

USED
639.5

CONTRACT NO. C09633
F.A.P. F 0014017

E.A. C09633
AWARDED 05 19 83
ESTIMATE NO 027
POST-SEMI-FINAL

WORK DONE TO

ESTIMATED DATE
OF COMPLETION

BROS. CONSTRUCTION INC.

CORRECTED ESTIMATE		PERFORMED TO DATE 83/00/06		TO COMPLETE 83/00/00			PERFORMED SINCE LAST ESTIMATE	
QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
1000	583500	1000	583500			11		
1000	583500	1000	583500			11		
2000	1167000	2000	1167000			11		
1000	583500	1000	583500			11		
2000	1167000	2000	1167000			11		
1000	583500	1000	583500			11		
2000	1167000	2000	1167000			11		
7000	4084500	7000	4084500			11		
100000	3500000	100000	3500000			11		

OREGON STATE HIGHWAY DIVISION 08/29/88 **PROGRESS ESTI**

SECTION MYSTIC CREEK-CAMAS VALLEY
HIGHWAY COOS BAY-ROSEBURG
COUNTY DOUGLAS
TYPE WORK GRAD,PAV,LANDSCAPING,STRUCT AND SIGN

	SPECIFIED COMPLETION	EXTENSION	APPROVED
A)	550 CD	3 CD	10-2-85
B)			
C)			

CONTRACTOR ROSS BROS. CONSTRUCTION INC

ITEM NO.	ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION		CORRECTED ESTIMATE	
				QUANTITY	AMOUNT	QUANTITY	AMOUNT
134	COATED REINFORCEMENT	LUMP SUM	140000000	100000	1400000	100000	1400000
135	REINFORCED CONCRETE BRDG END PANELS	SQ YD	500000	254000	1270000	259000	1295000
13599	BRIDGE NO 16413						
136	STRUCTURE EXCAVATION	CU YD	50000	310000	155000	214300	107150
137	SPECIAL WALL BACKFILL	CU YD	210000	137000	287700	139210	292341
138	FURNISH PILE DRIVING EQUIPMENT	LUMP SUM	70550000	100000	705500	100000	705500
139	FURNISH HP 12 X 53 STEEL PILING	LIN FT	195000	666000	1298700	415000	809250
140	DRIVE STEEL PILES	LIN FT	10000	656000	65600	499500	49950
141	STRUCTURAL CONCRETE CLASS 3300	LUMP SUM	650000000	100000	6500000	100000	6500000

PROGRESS ESTIMATE AND COST REPORT

PAGE NO 17

FORM 81-734-3498 REV. 8-85

EXTENSION	APPROVED	USED
CD	10-2-85	39.5

CONTRACT NO C09633

FAP F 0014017

WORK DONE TO

E A C09633

AWARDED 05 19 83

ESTIMATE NO 027

ESTIMATED DATE OF COMPLETION

ROS. CONSTRUCTION INC.

POST-SEMI-FINAL

CORRECTED ESTIMATE		PERFORMED TO DATE 83/00/06		TO COMPLETE 83/00/00			PERFORMED SINCE LAST ESTIMATE	
QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
100000	1400000	100000	1400000			11		
259000	1295000	259000	1295000			11		
						11		
214300	107150	214300	107150			11		
139210	292341	139210	292341			11		
100000	705500	100000	705500			11		
415000	809250	415000	809250			11		
499500	49950	499500	49950			11		
100000	6500000	100000	6500000			11		

OREGON STATE HIGHWAY DIVISION 03/29/86 **PROGRESS ESTIM**

SECTION MYSTIC CREEK-CAMAS VALLEY

HIGHWAY COOS BAY-ROSEBURG

COUNTY DOUGLAS

TYPE WORK GRAD,PAV,LANDSCAPING,STRUCT AND SIGN

	SPECIFIED COMPLETION	EXTENSION	APPROVED
A)	550 CD	3 CD	10-2-85
B)			
C)			

CONTRACTOR ROSS BROS. CONSTRUCTION INC.

ITEM NO.	ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION		CORRECTED ESTIMATE	
				QUANTITY	AMOUNT	QUANTITY	AMOUNT
142	STRUCTURAL CONCRETE CLASS 4500	LUMP SUM	320000000	100000	3200000	100000	3200000
143	125'/130' BULB TEE PRESTRSSD BEAMS	EACH	105350000	8000	8428000	8000	8428000
144	REINFORCEMENT	LUMP SUM	140000000	100000	1400000	100000	1400000
145	COATED REINFORCEMENT	LUMP SUM	51600000	100000	516000	100000	516000
146	REINFORCED CONCRETE BRDG END PANELS	SQ YD	500000	239000	1195000	243000	1215000
14699	BRIDGE NO 16414						
147	STRUCTURE EXCAVATION	CU YD	350000	250000	875000	267070	934745
148	STRUCTURE EXCAVATION BELOW ELEV SHWN	CU YD	80000	25000	20000	2000	1600
149	SPECIAL WALL BACKFILL	CU YD	210000	100000	210000	77620	163002

PROGRESS ESTIMATE AND COST REPORT

PAGE NO 15

FORM 81-734-3498 REV 8-85

EXTENSION	APPROVED	USED
3 CD	10-2-85	309.5

CONTRACT NO. C09633
F.A.P. F 0014017
WORK DONE TO

E.A. C09633
AWARDED 05 19 83
ESTIMATE NO 027
ESTIMATED DATE OF COMPLETION

BROS. CONSTRUCTION INC.

POST-SEMI-FINAL

CORRECTED ESTIMATE		PERFORMED TO DATE 83/00/06		TO COMPLETE 83/00/00		ARTICIPATION INDICATOR	PERFORMED SINCE LAST ESTIMATE	
QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
100000	3200000	100000	3200000			11		
8000	8428000	8000	8428000			11		
100000	1400000	100000	1400000			11		
100000	516000	100000	516000			11		
243000	1215000	243000	1215000			11		
						11		
267070	934745	267070	934745			11		
2000	1600	2000	1600			11		
77620	163002	77620	163002			11		

OREGON STATE HIGHWAY DIVISION 03/29/86 **PROGRESS ESTI**

SECTION	MYSTIC CREEK-CAMAS VALLEY			
		SPECIFIED COMPLETION	EXTENSION	APPROVED
HIGHWAY	COOS BAY-ROSEBURG	A) 550 CD	3 CD	10-2-85
COUNTY	DOUGLAS	B)		
		C)		
TYPE WORK	GRAD,PAV,LANDSCAPING,STRUCT AND SIGN	CONTRACTOR	ROSS BROS. CONSTRUCTION INC	

ITEM NO.	ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT
150	FURNISH PILE DRIVING EQUIPMENT	LUMP SUM	35650000	100000	356500	100000	356500
151	FURNISH HP 12 X 53 STEEL PILING	LIN FT	190000	536000	1018400	467000	887300
152	DRIVE STEEL PILES	LIN FT	10000	536000	53600	467000	46700
153	STRUCTURAL CONCRETE CLASS 3300	LUMP SUM	550000000	100000	5500000	100000	5500000
154	STRUCTURAL CONCRETE CLASS 4000	LUMP SUM	240000000	100000	2400000	100000	2400000
155	STRUCTURAL CONCRETE CLASS 4500	LUMP SUM	500000000	100000	5000000	100000	5000000
156	70'/75' TYPE IV PRESTRSSD BEAMSEACH		72250000	3000	2167500	3000	2167500
157	75'/80' TYPE IV PRESTRSSD BEAMSEACH		72250000	2000	1445000	2000	1445000
158	105'/110' TYPE IV PRESTRSSD BEAMSEACH		72250000	6000	4335000	6000	4335000

PROGRESS ESTIMATE AND COST REPORT

PAGE NO 19

FORM 81-734-3498 REV. 8-85

EXTENSION	APPROVED	USED
CD	10-2-85	309.5

CONTRACT NO. C09633
F.A.P. F 0014017
E.A. C09633
AWARDED 05 19 83
ESTIMATE NO. 027

WORK DONE TO:

ESTIMATED DATE OF COMPLETION

ROS. CONSTRUCTION INC.

POST-SEMI-FINAL

CORRECTED ESTIMATE		PERFORMED TO DATE 83/00/06		TO COMPLETE 83/00/00			PERFORMED SINCE LAST ESTIMATE	
QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
100000	356500	100000	356500			11		
467000	887300	467000	887300			11		
467000	46700	467000	46700			11		
100000	5500000	100000	5500000			11		
100000	2400000	100000	2400000			11		
100000	5000000	100000	5000000			11		
3000	2167500	3000	2167500			11		
2000	1445000	2000	1445000			11		
6000	4335000	6000	4335000			11		

OREGON STATE HIGHWAY DIVISION 08/29/88 **PROGRESS EST**

SECTION MYSTIC CREEK-CAMAS VALLEY
HIGHWAY COOS BAY-ROSEBURG
COUNTY DOUGLAS
TYPE WORK GRAD,PAV,LANDSCAPING,STRUCT AND SIGN

	SPECIFIED COMPLETION	EXTENSION	APPROVE
A)	550 CD	3 CD	10-2-8
B)			
C)			

CONTRACTOR ROSS BROS. CONSTRUCTION IN

ITEM NO.	ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT
159	REINFORCEMENT	LUMP SUM	250000000	100000	2500000	100000	2500000
160	COATED REINFORCEMENT	LUMP SUM	146000000	100000	1460000	100000	1460000
161	REINFORCED CONCRETE BRDG END PANELS	SQ YD	500000	200000	1000000	202000	1010000
16199	BRIDGE NO 16415						
162	SHORING CRIBBING ETC	LUMP SUM	360000000	100000	3600000	100000	3600000
163	STRUCTURE EXCAVATION	CU YD	180000	500000	900000	342260	616068
164	STRUCTURE EXCAVATION BELOW ELEV SHWN	CU YD	70000	50000	35000	18670	13069
165	SPECIAL WALL BACKFILL	CU YD	210000	45000	94500	59610	125181
166	FURNISH PILE DRIVING EQUIPMENT	LUMP SUM	47200000	100000	472000	100000	472000

PROGRESS ESTIMATE AND COST REPORT

PAGE NO 20

FORM 81-734-3498 REV. 8-85

EXTENSION	APPROVED	USED
CD	10-2-85	509.5

CONTRACT NO. C09633
F.A.P. F 0014017
E.A. C09633
AWARDED 05 19 83
ESTIMATE NO. 027

WORK DONE TO:

ESTIMATED DATE OF COMPLETION

ROS. CONSTRUCTION INC.

POST-SEMI-FINAL

CORRECTED ESTIMATE		PERFORMED TO DATE 83/00/06		TO COMPLETE 83/00/00		PARTICIPATION INDICATOR	PERFORMED SINCE LAST ESTIMATE	
QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
100000	2500000	100000	2500000			11		
100000	1460000	100000	1460000			11		
202000	1010000	202000	1010000			11		
						11		
100000	3600000	100000	3600000			11		
342260	616068	342260	616068			11		
18670	13069	18670	13069			11		
59610	125161	59610	125161			11		
100000	472000	100000	472000			11		

OREGON STATE HIGHWAY DIVISION 06/29/88 **PROGRESS ESTIM**

SECTION	MYSTIC CREEK-CAMAS VALLEY	SPECIFIED COMPLETION	EXTENSION	APPROVED
HIGHWAY	COOS BAY-ROSEBURG	A) 550 CD	3 CD	10-2-85
		B)		
COUNTY	DOUGLAS	C)		
TYPE WORK	GRAD,PAV,LANDSCAPING,STRUCT AND SIGN	CONTRACTOR	ROSS BROS. CONSTRUCTION INC.	

ITEM NO.	ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT
167	FURNISH HP 12 X 53 STEEL PILING	LIN FT	190000	616000	1170400	204000	387600
168	DRIVE STEEL PILES	LIN FT	10000	616000	61600	246000	24600
169	STRUCTURAL CONCRETE CLASS 3300	LUMP SUM	900000000	100000	9000000	100000	9000000
170	STRUCTURAL CONCRETE CLASS 4500	LUMP SUM	760000000			7742	588392
170	STRUCTURAL CONCRETE CLASS 4500	LUMP SUM	760000000	100000	7600000	92258	7011608
	ITEM TOTAL	170		100000	7600000	100000	7600000
171	80'/85' TYPE IV PRESTRSSD BEAMS	EACH	72450000	6000	4347000	6000	4347000
172	85'/90' TYPE IV PRESTRSSD BEAMS	EACH	72450000	6000	4347000	6000	4347000
173	100'/105' TYPE IV PRESTRSSD BEAMS	EACH	72450000	3000	2173500	3000	2173500
174	105'/110' TYPE IV PRESTRSSD BEAMS	EACH	72450000	3000	2173500	3000	2173500

PROGRESS ESTIMATE AND COST REPORT

PAGE NO. 21

FORM 81-734-3498 REV. 8-85

EXTENSION	APPROVED	USED
CD	10-2-85	309.5

CONTRACT NO C09633

F.A.P F 0014017

E.A C09633

AWARDED 05 19 83

ESTIMATE NO 027

WORK DONE TO

ESTIMATED DATE OF COMPLETION

RCS. CONSTRUCTION INC.

POST-SEMI-FINAL

CORRECTED ESTIMATE		PERFORMED TO DATE 83/00/06		TO COMPLETE 83/00/00		[illegible]	PERFORMED SINCE LAST ESTIMATE	
QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
204000	387600	204000	387600			11		
246000	24600	246000	24600			11		
100000	9000000	100000	9000000			11		
7742	588392	7742	588392			10		
92258	7011608	92258	7011608			11		
100000	7600000	100000	7600000					
6000	4347000	6000	4347000			11		
6000	4347000	6000	4347000			11		
3000	2173500	3000	2173500			11		
3000	2173500	3000	2173500			11		

OREGON STATE HIGHWAY DIVISION 08/29/88 **PROGRESS ESTIM**

SECTION MYSTIC CREEK-CAMAS VALLEY
HIGHWAY COOS BAY-ROSEBURG
COUNTY DOUGLAS
TYPE WORK GRAD,PAV,LANDSCAPING,STRUCT AND SIGN

	SPECIFIED COMPLETION	EXTENSION	APPROVED
A)	550 CD	3 CD	10-2-85
B)			
C)			

CONTRACTOR ROSS BROS. CONSTRUCTION INC.

ITEM NO.	ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT
175	REINFORCEMENT	LUMP SUM	280000000	100000	2800000	100000	2800000
176	COATED REINFORCEMENT	LUMP SUM	180000000	100000	1800000	100000	1800000
177	REINFORCED CONCRETE BRDG END PANELS	SQ YD	500000	178000	890000	186000	930000
17799	BRIDGE NO 16416						
178	BRIDGE REMOVAL WORK	LUMP SUM	30560000	100000	305600	100000	305600
179	STRUCTURE EXCAVATION	CU YD	150000	250000	375000	214980	322470
180	STRUCTURE EXCAVATION BELOW ELEV SHWN	CU YD	330000	25000	82500	30530	100749
181	STRUCTURAL CONCRETE CLASS 3300	LUMP SUM	125000000	100000	1250000	100000	1250000
182	REINFORCEMENT	LUMP SUM	15000000	100000	150000	100000	150000

PROGRESS ESTIMATE AND COST REPORT

PAGE NO 22

FORM 81-734-3498 REV. 8-85

EXTENSION	APPROVED	USED
CD	10-2-85	809.5

CONTRACT NO C09633
F.A.P. F 0014017
E.A. C09633
AWARDED 05 19 83
ESTIMATE NO. 027

WORK DONE TO

ESTIMATED DATE OF COMPLETION.

BROS. CONSTRUCTION INC.

POST-SEMI-FINAL

CORRECTED ESTIMATE		PERFORMED TO DATE 83/00/06		TO COMPLETE 83/00/00		PARTICIPATION INDICATOR	PERFORMED SINCE LAST ESTIMATE	
QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
100000	2800000	100000	2800000			11		
100000	1800000	100000	1800000			11		
186000	930000	186000	930000			11		
						11		
100000	305600	100000	305600			11		
214980	322470	214980	322470			11		
30530	100749	30530	100749			11		
100000	1250000	100000	1250000			11		
100000	150000	100000	150000			11		

OREGON STATE HIGHWAY DIVISION

03/29/88

PROGRESS ESTIM

SECTION MYSTIC CREEK-CAMAS VALLEY

HIGHWAY COOS BAY-ROSEBURG

COUNTY DOUGLAS

TYPE WORK GRAD,PAV,LANDSCAPING,STRUCT AND SIGN

	SPECIFIED COMPLETION	EXTENSION	APPROVED
A)	550 CD	3 CD	10-2-85
B)			
C)			

CONTRACTOR ROSS BROS. CONSTRUCTION INC.

ITEM NO.	ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT
183	23'-9" X 12'-1" SUPER-SPAN ARCH	LIN FT	4600000	162000	7452000	162000	7452000
184	GRANULAR BACKFILL	CU YD	130000	1800000	2340000	2470600	3211780
18499	BRIDGE NO 16606						
185	STRUCTURE EXCAVATION	CU YD	220000	400000	880000	307270	675994
186	STRUCTURE EXCAVATION BELOW ELEV SHWN	CU YD	300000	41000	123000		
187	SPECIAL WALL BACKFILL	CU YD	180000	52000	93600	50170	90306
188	FURNISH PILE DRIVING EQUIPMENT	LUMP SUM	370000000	100000	3700000	100000	3700000
189	FURNISH HP 12 X 53 STEEL PILING	LIN FT	180000	312000	561600	221000	397800
190	DRIVE STEEL PILES	LIN FT	10000	312000	31200	237750	23775

PROGRESS ESTIMATE AND COST REPORT

PAGE NO 23

FORM 81-734-3498 REV. 8-85

EXTENSION CD

APPROVED 10-2-85

USED 109.5

CONTRACT NO C09633

FAP F 0014017

WORK DONE TO

E A C09633

AWARDED 05 19 83

ESTIMATE NO 027

ESTIMATED DATE OF COMPLETION

BROS. CONSTRUCTION INC.

POST-SEMI-FINAL

CORRECTED ESTIMATE		PERFORMED TO DATE 83/00/06		TO COMPLETE 83/00/00		[illegible]	PERFORMED SINCE LAST ESTIMATE	
QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
162000	7452000	162000	7452000			11		
2470600	3211780	2470600	3211780			11		
						11		
307270	675994	307270	675994			11		
						11		
50170	90306	50170	90306			11		
100000	3700000	100000	3700000			11		
221000	397800	221000	397800			11		
237750	23775	237750	23775			11		

OREGON STATE HIGHWAY DIVISION 08/29/88 **PROGRESS EST**

SECTION MYSTIC CREEK-CAMAS VALLEY
HIGHWAY COOS BAY-ROSEBURG
COUNTY DOUGLAS
TYPE WORK GRAD,PAV,LANDSCAPING,STRUCT AND SIGN

	SPECIFIED COMPLETION	EXTENSION	APPROVE
A)	550 CD	3 CD	10-2-8
B)			
C)			

CONTRACTOR ROSS BROS. CONSTRUCTION IN

ITEM NO.	ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT
191	STRUCTURAL CONCRETE CLASS 3300	LUMP SUM	850000000	100000	8500000	100000	8500000
192	STRUCTURAL CONCRETE CLASS 4500	LUMP SUM	560000000	100000	5600000	100000	5600000
193	60'/65' TYPE III PRESTRSSD BEAMS	EACH	50650000	2000	1013000	2000	1013000
194	65'/70' TYPE III PRESTRSSD BEAMS	EACH	50650000	4000	2026000	4000	2026000
195	70'/75' TYPE III PRESTRSSD BEAMS	EACH	50650000	2000	1013000	2000	1013000
196	75'/80' TYPE III PRESTRSSD BEAMS	EACH	50650000	4000	2026000	4000	2026000
197	80'/85' TYPE III PRESTRSSD BEAMS	EACH	50650000	9000	4558500	9000	4558500
198	REINFORCEMENT	LUMP SUM	280000000	100000	2800000	100000	2800000
199	COATED REINFORCEMENT	LUMP SUM	130000000	100000	1300000	100000	1300000

PROGRESS ESTIMATE AND COST REPORT

PAGE NO 44

FORM 81-734-3498 REV. 8-85

EXTENSION	APPROVED	USED
CD	10-2-85	809.5

CONTRACT NO. C09633

F.A.P. F 0014017

E.A. C09633

AWARDED 05 19 83

ESTIMATE NO. 027

WORK DONE TO.

ESTIMATED DATE OF COMPLETION:

RDS. CONSTRUCTION INC.

POST-SEMI-FINAL

CORRECTED ESTIMATE		PERFORMED TO DATE 83/00/00		TO COMPLETE 83/00/00		PARTICIPATION INDICATOR	PERFORMED SINCE LAST ESTIMATE	
QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
100000	8500000	100000	8500000			11		
100000	5600000	100000	5600000			11		
2000	1013000	2000	1013000			11		
4000	2026000	4000	2026000			11		
2000	1013000	2000	1013000			11		
4000	2026000	4000	2026000			11		
9000	4558500	9000	4558500			11		
100000	2800000	100000	2800000			11		
100000	1300000	100000	1300000			11		

OREGON STATE HIGHWAY DIVISION 08/29/86 **PROGRESS EST**

SECTION	MYSTIC CREEK-CAMAS VALLEY	SPECIFIED COMPLETION	EXTENSION	APPROV
HIGHWAY	COOS BAY-ROSEBURG	A) 550 CD	3 CD	10-2-8
COUNTY	DOUGLAS	B)		
TYPE WORK	GRAD,PAV,LANDSCAPING,STRUCT AND SIGN	C)		
		CONTRACTOR	ROSS BROS. CONSTRUCTION IN	

ITEM NO.	ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT
200	REINFORCED CONCRETE BRDG END PANELS	SQ YD	520000	206000	1071200	212000	1102400
20099	BRIDGE NO 16607						
201	STRUCTURE EXCAVATIONS	CU YD	50000	78000	39000	55400	27700
202	SPECIAL WALL BACKFILL	CU YD	130000	87000	113100	72610	94393
203	FURNISH PILE DRIVING EQUIPMENT	LUMP SUM	45000000	100000	450000	100000	450000
204	FURNISH HP 12 X 53 STEEL PILING	LIN FT	190000	414000	786600	341000	647900
205	DRIVE STEEL PILES	LIN FT	10000	414000	41400	353600	35360
206	STRUCTURAL CONCRETE CLASS 3300	LUMP SUM	290000000	100000	2900000	100000	2900000
207	STRUCTURAL CONCRETE CLASS 4500	LUMP SUM	240000000	100000	2400000	100000	2400000

PROGRESS ESTIMATE AND COST REPORT

PAGE NO. 25

FORM 81-734-3498 REV. 8-85

EXTENSION	APPROVED	USED
CD	10-2-85	509.5

CONTRACT NO. C09633
F.A.P F 0014017
E.A. C09633
AWARDED 05 19 83
ESTIMATE NO 027

WORK DONE TO

ESTIMATED DATE OF COMPLETION

ROS. CONSTRUCTION INC.

POST-SEMI-FINAL

CORRECTED ESTIMATE		PERFORMED TO DATE 83/00/06		TO COMPLETE 83/00/00			PERFORMED SINCE LAST ESTIMATE	
QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
212000	1102400	212000	1102400			11		
						11		
55400	27700	55400	27700			11		
72610	94393	72610	94393			11		
100000	450000	100000	450000			11		
341000	647900	341000	647900			11		
353600	35360	353600	35360			11		
100000	2900000	100000	2900000			11		
100000	2400000	100000	2400000			11		

OREGON STATE HIGHWAY DIVISION 03/29/88 **PROGRESS ESTI**

SECTION MYSTIC CREEK-CAMAS VALLEY

HIGHWAY COOS BAY-ROSEBURG

COUNTY DOUGLAS

TYPE WORK GRAD,PAV,LANDSCAPING,STRUCT AND SIGN

	SPECIFIED COMPLETION	EXTENSION	APPROVE
A)	550 CD	3 CD	10-2-8
B)			
C)			

CONTRACTOR ROSS BROS. CONSTRUCTION INC

ITEM NO.	ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT
208	100'/105' TYPE IV PRESTRSSD BEAMSEACH		78750000	6000	4725000	6000	4725000
209	REINFORCEMENT	LUMP SUM	80000000	100000	800000	100000	800000
210	COATED REINFORCEMENT	LUMP SUM	75000000	100000	750000	100000	750000
211	REINFORCED CONCRETE BRDG END PANELSSQ YD		520000	181000	941200	185000	962000
21199	BRIDGE NO 5598						
212	REMOVAL OF BRIDGES	LUMP SUM	120000000	100000	1200000	100000	1200000
213	SHORING CRIBBING ETC	LUMP SUM	300000000	100000	3000000	100000	3000000
214	STRUCTURE EXCAVATION	CU YD	120000	175000	210000	152090	182508
215	STRUCTURE EXCAVATION BELOW ELEV SHWNCU YD		100000	18000	18000		

PROGRESS ESTIMATE AND COST REPORT

PAGE NO [illegible]

FORM 81-734-3498 REV. 8-85

EXTENSION	APPROVED	USED
CD	10-2-85	809.5

CONTRACT NO. C09633
F.A.P. F 0014017
WORK DONE TO.

E.A. C09633
AWARDED 05 19 83
ESTIMATE NO. 027
ESTIMATED DATE OF COMPLETION

ROS. CONSTRUCTION INC.

POST-SEMI-FINAL

CORRECTED ESTIMATE		PERFORMED TO DATE 83/00/06		TO COMPLETE 83/00/00		PARTICIPATION INDICATOR	PERFORMED SINCE LAST ESTIMATE	
QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
6000	4725000	6000	4725000			11		
100000	800000	100000	800000			11		
100000	750000	100000	750000			11		
185000	962000	185000	962000			11		
						11		
100000	1200000	100000	1200000			11		
100000	3000000	100000	3000000			11		
152090	182508	152090	182508			11		
						11		

OREGON STATE HIGHWAY DIVISION 08/29/86 **PROGRESS ESTIM**

SECTION MYSTIC CREEK-CAMAS VALLEY

HIGHWAY COOS BAY-ROSEBURG

COUNTY DOUGLAS

TYPE WORK GRAD,PAV,LANDSCAPING,STRUCT AND SIGN

	SPECIFIED COMPLETION	EXTENSION	APPROVED
A)	550 CD	3 CD	10-2-85
B)			
C)			

CONTRACTOR ROSS BROS. CONSTRUCTION INC

ITEM NO.	ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT
216	SPECIAL WALL BACKFILL	CU YD	200000	55000	110000	44460	88920
217	FURNISH PILE DRIVING EQUIPMENT	LUMP SUM	23600000	100000	236000	100000	236000
218	FURNISH HP 10 X 42 STEEL PILING	LIN FT	160000	184000	294400	129000	206400
219	DRIVE STEEL PILES	LIN FT	10000	184000	18400	138000	13800
220	STRUCTURAL CONCRETE CLASS 3300	LUMP SUM	900000000	100000	9000000	100000	9000000
221	STRUCTURAL CONCRETE CLASS 4500	LUMP SUM	310000000	100000	3100000	100000	3100000
222	REINFORCEMENT	LUMP SUM	192000000	100000	1920000	100000	1920000
223	COATED REINFORCEMENT	LUMP SUM	120000000	100000	1200000	100000	1200000
224	REINFORCED CONCRETE BRDG END PANELS	SQ YD	500000	337000	1685000	353000	1765000

PROGRESS ESTIMATE AND COST REPORT

PAGE NO 27

FORM 81-734-3498 REV. 8-85

EXTENSION	APPROVED	USED
CD	10-2-85	609.5

CONTRACT NO C09633

F A P F 0014017

E A C09633

AWARDED 05 19 83

ESTIMATE NO 027

WORK DONE TO

ESTIMATED DATE OF COMPLETION

BROS. CONSTRUCTION INC.

POST-SEMI-FINAL

CORRECTED ESTIMATE		PERFORMED TO DATE 83/00/06		TO COMPLETE 83/00/00			PERFORMED SINCE LAST ESTIMATE	
QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
44460	88920	44460	88920			11		
100000	236000	100000	236000			11		
129000	206400	129000	206400			11		
138000	13800	138000	13800			11		
100000	9000000	100000	9000000			11		
100000	3100000	100000	3100000			11		
100000	1920000	100000	1920000			11		
100000	1200000	100000	1200000			11		
353000	1765000	353000	1765000			11		

OREGON STATE HIGHWAY DIVISION 08/29/88 **PROGRESS ESTI**

SECTION MYSTIC CREEK-CAMAS VALLEY

HIGHWAY COOS BAY-ROSEBURG

COUNTY DOUGLAS

TYPE WORK GRAD,PAV,LANDSCAPING,STRUCT AND SIGN

	SPECIFIED COMPLETION	EXTENSION	APPROVED
A)	550 CD	3 CD	10-2-8
B)			
C)			

CONTRACTOR ROSS BROS. CONSTRUCTION INC

ITEM NO.	ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT
22499	SIGNING						
225	WOOD SIGN POSTS	LUMP SUM	12000000	100000	120000	100000	120000
226	TYPE C AN D SIGNS IN PLACE	SQ FT	100000	122000	122000	121400	121400
227	TYPE EE SIGNS IN PLACE	SQ FT	120000	29000	34800	30900	37080
228	TYPE U SIGNS IN PLACE	SQ FT	170000	90000	153000	77200	131240
	TOTALS FOR ORIG. CONTRACT				648170450		639234487
	PRICE AGREEMENTS						
4001A	ON THE JOB TRAINING 94004	HOURS	8000			4933500	394680
4002A	CR TO DEL FIELD TESTING OF CONCRETE	LUMP SUM	-52850000			100000	-528500

PROGRESS ESTIMATE AND COST REPORT

PAGE NO 25

FORM 81-734-3498 REV 8-85

EXTENSION	APPROVED	USED
CD	10-2-85	809.5

CONTRACT NO. C09633
F.A.P. F 0014017
WORK DONE TO

E.A. C09633
AWARDED 05 19 83
ESTIMATE NO. 027
ESTIMATED DATE
OF COMPLETION.

RDS. CONSTRUCTION INC.

POST-SEMI-FINAL

CORRECTED ESTIMATE		PERFORMED TO DATE 83/00/06		TO COMPLETE 83/00/00		PARTICIPATION INDICATOR	PERFORMED SINCE LAST ESTIMATE	
QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
						11		
100000	120000	100000	120000			11		
121400	121400	121400	121400			11		
30900	37080	30900	37080			11		
77200	131240	77200	131240			11		
	639234487		639234487					
4933500	394680	4933500	394680			11		
100000	-528500	100000	-528500			11		

OREGON STATE HIGHWAY DIVISION 08/29/86 **PROGRESS ESTIM**

SECTION	MYSTIC CREEK-CAMAS VALLEY	SPECIFIED COMPLETION	EXTENSION	APPROVED
HIGHWAY	COOS BAY-ROSEBURG	A) 550 CD	5 CD	10-2-85
COUNTY	DOUGLAS	B)		
		C)		
TYPE WORK	GRAD,PAV,LANDSCAPING,STRUCT AND SIGN	CONTRACTOR	ROSS BROS. CONSTRUCTION INC.	

ITEM NO.	ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT
4003A	REV STAGING						
4004A	BAR RUN AGGREGATE	CU YD	57500			456600	262545
4005A	CHANGE A.C. AGGREGATE GRADATION SPEC						
4006A	GEOTEXTILE FABRIC 6 OZ	SQ YD	29900			8858300	2648632
4006B	GEOTEXTILE FABRIC 10 OZ	SQ YD	32900			4414600	1452403
4007A	EXTRA FOR ASPHALT W/ANTI-STRIP ADDIT	TON	30000			138850	41655
4008A	UTILITY INSERTS	EACH	74200			187000	138754
4009A	BENT 1 REVISIONS	LUMP SUM	130380000			100000	1303800
4009B	CONCRETE ADJUSTMENT	CU YD	3000000			370	11100

PROGRESS ESTIMATE AND COST REPORT

PAGE NO 29

FORM 81-734-3498 REV. 8-85

EXTENSION	APPROVED	USED
CD	10-2-85	309.5

CONTRACT NO C09633

F.A.P. F 0014017

E A C09633

AWARDED 05 19 83

ESTIMATE NO 027

WORK DONE TO

ESTIMATED DATE OF COMPLETION

ROS. CONSTRUCTION INC.

POST-SEMI-FINAL

CORRECTED ESTIMATE		PERFORMED TO DATE 83/00/05		TO COMPLETE 83/00/00			PERFORMED SINCE LAST ESTIMATE	
QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
						11		
456600	262545	456600	262545			11		
						11		
8858800	2648682	8858800	2648682			11		
4414600	1452403	4414600	1452403			11		
138850	41655	138850	41655			11		
187000	138754	187000	138754			11		
100000	1303800	100000	1303800			11		
370	11100	370	11100			11		

OREGON STATE HIGHWAY DIVISION 08/29/86 **PROGRESS ESTIM**

SECTION MYSTIC CREEK-CAMAS VALLEY

HIGHWAY COOS BAY-ROSEBURG

COUNTY DOUGLAS

TYPE WORK GRAD,PAV,LANDSCAPING,STRUCT AND SIGN

	SPECIFIED COMPLETION	EXTENSION	APPROVED
A)	550 CD	3 CD	10-2-85
B)			
C)			

CONTRACTOR ROSS BROS. CONSTRUCTION INC.

ITEM NO.	ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT
4010A	BRIDGE END PANEL	LUMP SUM	15000000			100000	150000
4011A	STAGING REVISION	DOCUM					
4012A	CLASS "C" AC MIX	TON	159500			12434480	19832996
4012B	HYDR LIME IN MIXTURE MIXTURE	TON	4500000			109430	4924350
4013A	DRAINAGE CURBS	LIN FT	23000			920900	211807
4013B	SPEC CHANGE CONC FOR CONC CURB						
4013C	DECREASE QUANTITY BI 16 TEMP DRAIN CURB						
4014A							
4014B	MODIFY BI 74						

PROGRESS ESTIMATE AND COST REPORT

PAGE NO. 33

FORM 81-734-3498 REV. 8-85

EXTENSION	APPROVED	USED
CD	10-2-85	809.5

CONTRACT NO C09633
F.A.P. F 0014017
E.A. C09633
AWARDED 05 19 83
ESTIMATE NO 027
POST-SEMI-FINAL

WORK DONE TO:

ESTIMATED DATE OF COMPLETION.

BROS. CONSTRUCTION INC.

CORRECTED ESTIMATE		PERFORMED TO DATE 83/00/06		TO COMPLETE 83/00/00			PERFORMED SINCE LAST ESTIMATE	
QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
100000	150000	100000	150000			11		
						11		
12434480	19832996	12434480	19832996			11		
109430	4924350	109430	4924350			11		
920900	211807	920900	211807			11		
						11		
						11		
						11		
						11		

OREGON STATE HIGHWAY DIVISION 08/29/88 **PROGRESS EST**

SECTION MYSTIC CREEK-CAMAS VALLEY

HIGHWAY COOS BAY-ROSEBURG

COUNTY DOUGLAS

TYPE WORK GRAD,PAV,LANDSCAPING,STRUCT AND SIGN

	SPECIFIED COMPLETION	EXTENSION	APPROVE
A)	550 CD	3 CD	10-2-6
B)			
C)			

CONTRACTOR ROSS BROS. CONSTRUCTION IN

ITEM NO.	ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT
4015A	BRIDGE END PANEL	LUMP SUM	11500000			100000	115000
4015B	CTB STAGE TWO CONST	LUMP SUM	5200000			100000	52000
4016A	ADDL GUARDRAIL RADIUS	LIN FT	30000			162400	48720
4017A	NON-COMPLIANCE AC DROP OFF SPEC	LUMP SUM	-4500000				
4017A	NON-COMPLIANCE AC DROP OFF SPEC	LUMP SUM	-4500000			100000	-45000
	ITEM TOTAL	4017A				100000	-45000
4018A	EXTRA FOR HAUL	LUMP SUM	65459200			100000	654592
4019	SPEC CHANGE STR CONC WATER RATIO						
	SUB-TOTAL P. A.						31669534
	ADJUSTMENTS						
6001A	STRUCT CONC ADJ BI 83		2684554			4190	112483

PROGRESS ESTIMATE AND COST REPORT

PAGE NO 31

FORM 81-734-3498 REV. 8-85

EXTENSION	APPROVED	USED
CD	10-2-85	309.5

CONTRACT NO C09633

F.A.P. F 0014017

E.A C09633

AWARDED 05 19 83

ESTIMATE NO 027

WORK DONE TO

ESTIMATED DATE OF COMPLETION

BROS. CONSTRUCTION INC.

POST-SEMI-FINAL

CORRECTED ESTIMATE		PERFORMED TO DATE 83/00/05		TO COMPLETE 83/00/00			PERFORMED SINCE LAST ESTIMATE	
QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
100000	115000	100000	115000			11		
100000	52000	100000	52000			11		
162400	48720	162400	48720			11		
						10		
100000	-45000	100000	-45000			11		
100000	-45000	100000	-45000					
100000	654592	100000	654592			11		
						11		
	31669534		31669534					
4190	112483	4190	112483			11		

OREGON STATE HIGHWAY DIVISION 08/29/88 **PROGRESS ESTIM**

SECTION MYSTIC CREEK-CAMAS VALLEY

HIGHWAY COOS BAY-ROSEBURG

COUNTY DOUGLAS

TYPE WORK GRAD,PAV,LANDSCAPING,STRUCT AND SIGN

	SPECIFIED COMPLETION	EXTENSION	APPROVED
A)	550 CD	3 CD	10-2-85
B)			
C)			

CONTRACTOR ROSS BROS. CONSTRUCTION INC

ITEM NO.	ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT
6002A	REINFORCEMENT BI 93		4194			845000	35439
6003A	STRUCT CONC ADJ BI 103		3193277			2620	83664
6004A	REINFORCEMENT BI 112		4133			528000	21822
6005A	STRUCT CONC ADJ BI NO 154	CU YD	-2963000			730	-21630
6006A	REINFORCEMENT BI NO 159	LBS	-4100			147000	-6027
6007A	STRUCT CONC ADJ BI NO 181	CU YD	2272700			39530	898398
6008A	DAVIS-BACON CLAUSE	LUMP SUM	-530000000				
6009A	FOOTING ADJ CONCRETE BI NO 153	CU YD	2330500			2000	46610
6010A	STRUCT CONC ADJ BI NO 191	CU YD	-2485400			12570	-312415

PROGRESS ESTIMATE AND COST REPORT

PAGE NO 32

FORM 81-734-3498 REV. 8-85

EXTENSION CD

APPROVED 10-2-85

USED 809.5

CONTRACT NO C09633

F.A.P F 0014017

WORK DONE TO

E.A. C09633

AWARDED 05 19 83

ESTIMATE NO 027

ESTIMATED DATE OF COMPLETION

RDS. CONSTRUCTION INC.

POST-SEMI-FINAL

CORRECTED ESTIMATE		PERFORMED TO DATE 83/00/06		TO COMPLETE 83/00/00			PERFORMED SINCE LAST ESTIMATE	
QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
845000	35439	845000	35439			11		
2620	83664	2620	83664			11		
528000	21822	528000	21822			11		
730	-21630	730	-21630			11		
147000	-6027	147000	-6027			11		
39530	898398	39530	898398			11		
						11		
2000	46610	2000	46610			11		
12570	-312415	12570	-312415			11		

OREGON STATE HIGHWAY DIVISION 08/29/88 **PROGRESS ESTI**

SECTION MYSTIC CREEK-CAMAS VALLEY
HIGHWAY COOS BAY-ROSEBURG
COUNTY DOUGLAS
TYPE WORK GRAD,PAV,LANDSCAPING,STRUCT AND SIGN

	SPECIFIED COMPLETION	EXTENSION	APPROVED
A)	550 CD	3 CD	10-2-8
B)			
C)			

CONTRACTOR ROSS BROS. CONSTRUCTION INC

ITEM NO.	ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT
6011A	REINFORCEMENT BI NO 198	LBS	-3733			2544000	-94966
6012A	STRUCT CONC ADJ BI NO 169	CU YD	2616300			2090	54681
6012B	REINFORCEMENT BI NO 175	LBS	4000			412000	16480
6013A	REINFORCEMENT BI NO 176	LBS	4500			911000	40995
6014A	STRUCT CONC ADJ B.I.102	CU YDS	2415300			660	15941
6015A	LIQUIDATED DAMAGES	DAY	-6000000			259500	-15570000
6015B	TIME EXTENSION APP 10-2-85	DAY	6000000			3000	180000
6016A	STRUCT CONC ADJ B.I.82	CU YDS	-2112700			1680	-35493
6017A	ASPHALT ESCALATION JULY	LUMP SUM	27839700			100000	278397

PROGRESS ESTIMATE AND COST REPORT

PAGE NO 33

FORM 81-734-3498 REV. 8-85

EXTENSION	APPROVED	USED
CD	10-2-85	509.5

CONTRACT NO C09633

F.A.P. F 0014017

E.A. C09633

AWARDED 05 19 83

ESTIMATE NO. 027

WORK DONE TO

ESTIMATED DATE OF COMPLETION

BROS. CONSTRUCTION INC.

POST-SEMI-FINAL

CORRECTED ESTIMATE		PERFORMED TO DATE 83/00/06		TO COMPLETE 83/00/00		[illegible]	PERFORMED SINCE LAST ESTIMATE	
QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
2544000	-94968	2544000	-94968			11		
2090	54681	2090	54681			11		
412000	16480	412000	16480			11		
911000	40995	911000	40995			11		
660	15941	660	15941			11		
259500	-15570000	259500	-15570000			11		
3000	180000	3000	180000			11		
1680	-35493	1680	-35493			11		
100000	278397	100000	278397			11		

OREGON STATE HIGHWAY DIVISION 08/29/86 **PROGRESS ESTIM**

SECTION	MYSTIC CREEK-CAMAS VALLEY	SPECIFIED COMPLETION	EXTENSION	APPROVED
HIGHWAY	COOS BAY-ROSEBURG	A) 550 CD	3 CD	10-2-85
COUNTY	DOUGLAS	B)		
		C)		
TYPE WORK	GRAD,PAV,LANDSCAPING,STRUCT AND SIGN	CONTRACTOR	ROSS BROS. CONSTRUCTION INC.	

ITEM NO.	ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT
6018A	ASPHALT ESCALATION OCT	LUMP SUM	3147300			100000	31473
6019A	ASPHALT ESCALATION DEC	LUMP SUM	1126800			100000	11268
6020A	NON-SPEC CTB	LUMP SUM	-74000000				
6021	DEDUCTION FOR LABOR VIOLATION	DOLLAR	-10000			40673470	-4067347
	SUB-TOTAL ADJ.						-13280229
	TOTALS ALL EXCEPT F.A.						652623792
	FORCE ACCOUNTS						
801	REMOVE PAVEMENT STRIPING						190925
802	MOVE LOGS REM GRAVEL CNCT WATERLINE						79430
803	REVOVE DANGER TREE						84194

PROGRESS ESTIMATE AND COST REPORT

PAGE NO 34

FORM 81-734-3498 REV. 8-85

EXTENSION	APPROVED	USED
CD	10-2-85	809.5

CONTRACT NO. C09633

F.A.P. F 0014017

E.A. C09633

AWARDED 05 19 83

ESTIMATE NO 027

WORK DONE TO

ESTIMATED DATE OF COMPLETION

BROS. CONSTRUCTION INC.

POST-SEMI-FINAL

CORRECTED ESTIMATE		PERFORMED TO DATE 83/00/06		TO COMPLETE 83/00/00			PERFORMED SINCE LAST ESTIMATE	
QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
100000	31473	100000	31473			11		
100000	11268	100000	11268			11		
						11		
40673470	-4067347	40673470	-4067347			11		
	-13280229		-13280229					
	652623792		652623792					
	190925		190925			11		
	79430		79430			11		
	84194		84194			11		

OREGON STATE HIGHWAY DIVISION 03/29/86 **PROGRESS ESTI**

SECTION MYSTIC CREEK-CAMAS VALLEY

HIGHWAY COOS BAY-ROSEBURG

COUNTY DOUGLAS

TYPE WORK GRAD,PAV,LANDSCAPING,STRUCT AND SIGN

	SPECIFIED COMPLETION	EXTENSION	APPROVED
A)	550 CD	3 CD	10-2-85
B)			
C)			

CONTRACTOR ROSS BROS. CONSTRUCTION INC

ITEM NO.	ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION		CORRECTED ESTIMATE	
				QUANTITY	AMOUNT	QUANTITY	AMOUNT
804	SELECT ROCK EXPLORATION						86075
805	REMOVE AND RESLOPE BENCH						911562
806	MAINTAIN SURFACING						5538110
807	INSTALL REINFORCEMENT STRS						
808	EXC UNSTABLE MATERIAL MAT'L						175331
809	WIDEN SIGNAL TREE ROAD						467309
810	REVISE STAGING PLAN						2087179
811	REMOVE SLIDES						250246
812	ACCESS ROAD						729792

PROGRESS ESTIMATE AND COST REPORT

PAGE NO 35

FORM 81-734-3498 REV 8-85

EXTENSION	APPROVED	USED
CD	10-2-85	309.5

CONTRACT NO C09633

F.A.P. F 0014017

E.A C09633

AWARDED 05 19 83

ESTIMATE NO 027

POST-SEMI-FINAL

WORK DONE TO

ESTIMATED DATE OF COMPLETION

BROS. CONSTRUCTION INC.

CORRECTED ESTIMATE		PERFORMED TO DATE 83/00/06		TO COMPLETE 83/00/00			PERFORMED SINCE LAST ESTIMATE	
QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
	86075		36075			11		
	911562		911562			11		
	5538110		5538110			11		
						11		
	175361		175361			11		
	467309		467309			11		
	2087179		2087179			11		
	250246		250246			11		
	729732		729732			11		

OREGON STATE HIGHWAY DIVISION

06/29/86

PROGRESS ESTI

SECTION	MYSTIC CREEK-CAMAS VALLEY		SPECIFIED COMPLETION	EXTENSION	APPROVED
HIGHWAY	COOS BAY-ROSEBURG	A)	550 CD	3 CD	10-2-85
		B)			
COUNTY	DOUGLAS	C)			
TYPE WORK	GRAD,PAV,LANDSCAPING,STRUCT AND SIGN	CONTRACTOR	ROSS BROS. CONSTRUCTION INC		

ITEM NO.	ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT
613	ADJUST GUARDRAIL						506600
	SUB-TOTAL F. A.						11106684
	* TOTAL PAY COSTS				648170450		663730476
	STATE FORCE ORDERS						
92001	PERM PAVEMENT STRIPING						700000
92002	RELOCATE POWER LINE						2250764
92003	SLIDE CORRECTION						1600000
92004	OIL DRIVEWAY						250000
92005	DEFEND AGAINST LITIGATION						15000000
92006	SLIDE CORRECTION						4950000

PROGRESS ESTIMATE AND COST REPORT

PAGE NO 35

FORM 81-734-3498 REV. 8-85

EXTENSION	APPROVED	USED
CD	10-2-85	509.5

CONTRACT NO. C09633
F.A.P. F 0014017
E.A. C09633
AWARDED 05 19 83
ESTIMATE NO. 027

WORK DONE TO.

ESTIMATED DATE OF COMPLETION

BROS. CONSTRUCTION INC.

POST-SEMI-FINAL

CORRECTED ESTIMATE		PERFORMED TO DATE 83/00/06		TO COMPLETE 83/00/00			PERFORMED SINCE LAST ESTIMATE	
QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
	506600		506600			11		
	11106684		11106684					
	663730476		663730476					
	700000				700000	11		
	2250764				2250764	11		
	1600000				1600000	11		
	250000				250000	11		
	15000000				15000000	11		
	4950000				4950000	11		

OREGON STATE HIGHWAY DIVISION

08/29/86

PROGRESS ESTI

SECTION MYSTIC CREEK-CAMAS VALLEY
HIGHWAY COOS BAY-ROSEBURG
COUNTY DOUGLAS
TYPE WORK GRAD,PAV,LANDSCAPING,STRUCT AND SIGN

	SPECIFIED COMPLETION	EXTENSION	APPROVED
A)	550 CD	3 CD	10-2-85
B)			
C)			

CONTRACTOR ROSS BROS. CONSTRUCTION INC

ITEM NO.	ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT
	SUB-TOTAL STATE FORCES ADD. ANTICIP. ITEMS						24750764
94001	PERM PAVEMENT STRIPING				700000		
94002	TEMP PAVEMENT STRIPING				250000		
94003	REM PAVEMENT STRIPING EWO 1				120000		
94004	ON-THE-JOB TRAINING PA 1				320000		
94005	SLOPE STABILIZATION				2000000		
94006	DOUGLAS ELECT COOPERATIVE				1500000		
94007	SLIDE CORRECTIONS				8000000		
94008	ST RESPNSBLTY FOR DAMAGES				500000		

PROGRESS ESTIMATE AND COST REPORT

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FORM 81-734-3498 REV 8-85

EXTENSION CD

APPROVED 10-2-85

USED 009.5

CONTRACT NO C09633

FAP F 0014017

E A C09633

AWARDED 05 19 83

ESTIMATE NO 027

WORK DONE TO.

ESTIMATED DATE OF COMPLETION

BROS. CONSTRUCTION INC.

POST-SEMI-FINAL

CORRECTED ESTIMATE		PERFORMED TO DATE 83/00/06		TO COMPLETE 83/00/00			PERFORMED SINCE LAST ESTIMATE	
QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
	24750764				24750754	11		
						11		
						11		
						11		
						11		
						11		
						11		
						11		

OREGON STATE HIGHWAY DIVISION 08/29/86 **PROGRESS ES**

SECTION MYSTIC CREEK-CAMAS VALLEY
HIGHWAY COOS BAY-ROSEBURG
COUNTY DOUGLAS
TYPE WORK GRAD,PAV,LANDSCAPING,STRUCT AND SIGN

	SPECIFIED COMPLETION	EXTENSION	APPROV
A)	550 CD	3 CD	10-2-8
B)			
C)			

CONTRACTOR ROSS BROS. CONSTRUCTION IN

ITEM NO.	ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT
98999	CONTINGENCIES				29761220		
99999	ENGINEERING				52903886		77000000
	GRAND TOTALS				744030506		765481240

RESIDENT ENGINEER ---------------------------------- DATE ---------- DIVISION ENGINEER --

PROGRESS ESTIMATE AND COST REPORT

PAGE NO 38

FORM 81-734-3498 REV. 8-85

EXTENSION	APPROVED	USED
CD	10-2-85	509.5

CONTRACT NO C09633

FAP F 0014017

E A C09633

AWARDED 05 19 83

ESTIMATE NO 027

POST-SEMI-FINAL

WORK DONE TO

ESTIMATED DATE OF COMPLETION

BROS. CONSTRUCTION INC.

CORRECTED ESTIMATE		PERFORMED TO DATE 83/00/06		TO COMPLETE 83/00/00		PERFORMED SINCE LAST ESTIMATE	
QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT
	77000000		77000000				
	765481240		740730476		24750764		

DIVISION ENGINEER -- DATE ------------

OREGON STATE HIGHWAY DIVISION 06/29/86 **PROGRESS ESTI**

SECTION MYSTIC CREEK-CAMAS VALLEY

HIGHWAY COOS BAY-ROSEBURG

COUNTY DOUGLAS

TYPE WORK GRAD,PAV,LANDSCAPING,STRUCT AND SIGN

	SPECIFIED COMPLETION	EXTENSION	APPROVED
A)	550 CD	3 CD	10-2-85
B)			
C)			

CONTRACTOR ROSS BROS. CONSTRUCTION INC

ITEM NO.	ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT
PART CODE	EXPENDITURE AUTHORIZATION	SUBJOB	PERCENTAGE		PROJECT ID		VENDOR-N

PROGRESS ESTIMATE AND COST REPORT

PAGE NO 39

FORM 81-734-3498 REV. 8-85

EXTENSION	APPROVED	USED
D	10-2-85	309.5

CONTRACT NO C09633

FAP F 0014017

E.A C09633

AWARDED 05 19 83

ESTIMATE NO 027

WORK DONE TO

ESTIMATED DATE OF COMPLETION

OS. CONSTRUCTION INC.

POST-SEMI-FINAL

CORRECTED ESTIMATE		PERFORMED TO DATE 83/00/06		TO COMPLETE 83/00/00			PERFORMED SINCE LAST ESTIMATE	
QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
	VENDOR-NAME							

06-06-91 GYGX-01

STATE OF OREGON   INTEROFFICE MEMO

HIGHWAY DIVISION - OFFICE OF OPERATIONS - 378-6528   CON

TO: Jim Kinns, Assistant Controller
Transportation Accounting Services   June 5, 1991

FROM: Dick Yetter Dick
Labor Compliance Officer

SUBJECT: **Claim on Contract No. 9633**

Marion County Circuit Court has approved the distribution of funds in the amount of $25,147.26 to claimants in a prevailing wage dispute on Ross Bros. Contract No. 9633. The monies represent interest earned on reserves withheld from the contractor between March 10, 1984 and September 10, 1987.

0814 001
Expenditure Account C09633/~~000~~/199/301 has been reopened to pay the wage claims.

The check should be made payable to the Oregon Bureau of Labor and Industries (BOLI). BOLI will be responsible for distribution of the funds. Please notify me when the check has been prepared. I will deliver it to BOLI.

Per Steve

RY:nj

cc: Ken Karnosh
Chuck Hemenway

6-6-91

Carole

Please prepare a check as indicated and deliver to Dick Yetter.

Invoice: Int earnd
~~96082-00~~ vender
63264-00

25-1387

```
FMLN630  AUTHORIZATION MAINT    BATCH CONTROL                            06/07/91
VIEW:    A=ATH E=ERR H=HLD O=OVR U=UNATH          S: V=VIEW A=AUTH U=UNAUTH
SELECT: AGENCY 02 OPID         START SEARCH: BATCH DATE           BATCH NO:
S SCREEN --DATE-- BATCH OP-ID STATUS FM COUNT  -----AMOUNT----- --QUANTITY---
    14   06/06/91 G YGX PIC2  UNAUTH 24       1          25,147.26          0.00
CLEAR = LOGOFF  PF3 = RETURN  PF7 = BWD  PF8 = FWD  PF11 = MENU
```

Override

Transaction after FHWA end agreement date

1-31-91

FHWA Final Voucher date 6-3-91

EA indicates only litigation costs

should be charged after 1-29-90

Bobby [illegible]

6-7-91

CW

```
FMLN66I  BATCH MAINTENANCE       14 VENDOR PAY REMIT      VIEW         06/07/91
FUNCTION:    N=DISPLAY NEXT DOC E=VIEW IEU ERRORS
             P=DISPLAY PREV DOC
AGENCY: 02 TC: 100   BATCH-DATE: 06 06 91 BATCH-SEQ: GYGX-01 001 BI-FM: 91-24
DOC-NO: C09633     INV/DOC-DATE: 06 05 91 ENCUM-NO :           FHWA-OVRD: N
                 EFFECTIVE-DATE: 06 05 91 DUE-DATE :
VEN-NO: 63264      00    INV-NO: INT EARNED
VENDOR-NAME : LABOR & INDUSTRIES BUREAU
ADDRESS-1   : STATE OF OREGON
ADDRESS-2   : PO BOX 800
CITY        : PORTLAND                             STATE: OR ZIP: 97207
REMIT-ADVICE: MAR 10,1984-SEPT 10,1987
LIC-CS-UTL  :
    UNIT   EA      SJ  ACT OBJ ----AMOUNT--- R --QUANTITY- SF P
001 0814 C09633   000 199 301      25147.26




PF: 3=RETURN 5=TOTAL 7=BWD 8=FWD 10=DOCUMENT 11=MENU
X82-BATCH (IEU) ERRORS EXIST
```

```
FMLN092          EXPENDITURE ACCOUNT TABLE MAINTENANCE/INQUIRY          06/07/91
FUNCTION: V   V=VIEW A=ADD C=CHG D=DEL P=PRINT R=RECALL TRANS X=REPLICATE
AGENCY   : 02  EA: C09633   SUBJOB: 000         E=VIEW BATCH ERRORS
RELATED EA   : K00344   RELATED SJ: 500    EA DTL FLAG :        FUEL TYPE    :
START DATE   : 01 01 51 RESP UNIT : 8030   ASSIGN UNIT :        FED AID STAT: C
END DATE     : 06 15 91 ITEM CODE :        FINAL STATUS:        BI END IND  : 0
FA AUTH DATE: 12 13 84 EA TYPE    : 05     EA STATUS    : 04    PRT SEL IND :
01: MYSTIC CREEK-CAMAS V
02: PREFIX0101021
03: REMOVED END DATE ON 2/28/90.  ONLY LITIGATION COSTS SHOULD BE CHARGED
04: AFTER END DATE. (1/29/90)
05:
06:
07:
E-LINE BIENNIUM  PROGRAM    APPN  FUND    AGREEMENT PERCENT
01:        85    0202001001 001 410 01 0   F00263   100.00
02:        87    0202001001 001 410 01 0   F00263   100.00 CREATE DATE: 06/30/89
03:        89    0203001001 202 410 01 0   F00263   100.00 LAST UPDATE: 06/03/91
04:        91    0203001001 202 410 01 0   F00263   100.00 LAST OPID   : 2YIH
05:                                                        LAST AUTH   : HDE2
PF1=ENTER/RETAIN  PF2=DELETE TRAN  PF3=RETURN     PF4=OVERRIDE     PF6 =MMS/AUX
PF7=BACKWARD      PF8=FORWARD      PF9=E-LINE BWD PF10=E-LINE FWD  PF11=MENU
```

```
FMLN680                ERROR MESSAGE DISPLAY                          06/07/91
     CODE   MESSAGE                                        LINE
ER01 E69    INVALID OBJECT DETAIL                          DOC
ER02 Z01    ERROR(S) IN E-LINE 01 FOR INPUT BI FOLLOW:     001
ER03 EF3    TRNS AFTER FHWA END AGREEMENT DATE             001
CLEAR=LOGOFF PF3=RETURN TO PREVIOUS SCREEN PF11=MENU
IEU BATCH ERRORS DISPLAYED
```

```
FMLN120           AGREEMENT TABLE MAINTENANCE/INQUIRY                06/07/91
FUNCTION: V V=VIEW  A=ADD  C=CHANGE  D=DELETE  P=PRINT  R=RECALL TRANS
            E=VIEW BATCH ERRORS
AGENCY          : 02    AGREEMENT-NUMBER : F00263    AGREEMENT-SUFFIX : 00
AGREEMENT-TYPE  : D     START-DATE       : 12 13 84  END-DATE         : 01 31 91
                                               FHWA-FINAL-VOUCH-DATE : 06 03 91
DESCRIPTION     : MYSTIC CR-CAMAS VLY
                           *** BILLING-DATA ***
AUTH-AMOUNT     :    7349970.07  CYCLE     : 1     SOURCE      : 843000
AUTH-PERCENT    :   95.00        BILL-METH: A     AGCY-SRCE  : 35
AUTH-AMOUNT-IND:                ADV-DEP   :       APPN-GRANT: A06
VENDOR-NUMBER   : 32775          VEND-SUF  : 00    PROJECT-ID: F    0014017
CE-LIMIT        :      953917.00 PART-IND  :
                         *** REFERENCE SEGMENT ***     CREATE DATE: 06/08/85
EA : C09633   SUBJOB: 010 UNIT: 8030 OVHD-PCT:     0.00 LAST UPDATE: 06/03/91
                                     OVHD-TC  :         LAST OPID   : 2NEL
                                                        LAST AUTH   : EDW2
CLEAR=LOGOFF  PF1=ENTER/RETAIN  PF2=DELETE TRANS   PF3=RETURN
PF4=OVERRIDE  PF7=BACKWARD      PF8=FORWARD        PF11=MENU
```

(ORIGINAL)

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*
TREASURER OF THE STATE OF OREGON

ADDRESS
CAPITOL BUILDING
SALEM

PAID BY

(For use of Paying Office)

STATE
OREGON 97310

VOUCHER TYPE *(Check Appropriate Block)*
☐ CURRENT BILLING
☐ OTHER PROGRESS
☐ FINAL VOUCHER (*)

VOUCHER PERIOD
FROM 12 13 84
TO 01 31 91

FEDERAL AID PROJECT NO.
F 14 (17)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$7,809,500.78	7,736,143.22	95.00	7,349,336.05	7,349,336.05	-0-

I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements; applicable State and Federal laws or regulations; and that no claim has previously been submitted for costs claimed.

STATE HIGHWAY AGENCY

DATE 9/4/91

SIGNATURE OF AUTHORIZED OFFICIAL

Don Aman, Manager

I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.

AMOUNT SUBMITTED

ADJUSTMENTS

AMOUNT APPROVED

SIGNATURE OF FHWA REPRESENTATIVE

(SIGN ORIGINAL ONLY)

DATE APPROVED

FORM PR-20
(REV. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

Mystic Creek - Camas Valley Section
Coos Bay - Roseburg Hwy.
Douglas County

Type Code I000
Roadway (Sta. 1482+49.95 to EQ. Sta. 1600+92.56 Bk. = Sta. 1595+80.99 Ah.

Final Contract Payment Summary	Lump sum	$	4,063,709.02
SFO #1 Permanent Pave Striping	All Required		3,058.72
SFO #6 Slide Correction	All Required		110,408.69
Total Type Code I000		$	4,177,176.43

Type code Y003
Landscaping

Final Contract Payment Summary	Lump Sum	$	31,794.00

Type Code X081

Final Contract Payment Summary		$	2,357,840.50

Type Code X034
Structure Brdige No. 16416 (Sta. 1538+94)

Final Contract Payment Summary		$	127,925.99

Type Code X021
Structure Br. No. 559B (Sta+34.59 to Sta 1580+74.66)

Final Contract Payment Summary	Lump Sum	$	219,126.28

Construction Engineering

State	All Required	$	896,988.16
Liquidated Damages	Lump Sum		-153,900.00
Furnish Field Lab Bl #1	All Required	$	3,500.00
Total Construction Engineering		$	746,588.16

1983 Mystic Cr.-Camas Valley 9633
Sec. of Coos Bay-Roseburg Hwy. (Grad.,
pav., lndscp., struc., sign.) #1

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

Douglas County

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION Mystic Creek-Muns Creek

REGION 3

Coos Bay-Roseburg Hwy **SURVEY AUTHORITY** #35

AUTHORIZATION NO. 7

PREFIX 10-1946

DATE 5/26/83

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER		765,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 1,000
902 CITIZEN'S INVOLVEMENT		100	916 PHOTO-GRAMMETRY		2,000	934 GEOLOGY		2,000
903 LOCAL GOVERNMENT			918 LOCATION		52,000	935 SOILS		5,000
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		
905 FINAL DESIGN		80,000	920 PROGRAM MANAGEMENT		3,000	937 HYDRAULICS		7,500
906 BRIDGE DESIGN		124,000	921 SPECIFICA-TIONS		14,000	939 ARCHAE-OLOGY		161,060
907 PRELIMINARY DESIGN		2,000	922 ADMIN SERVICES		300	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION		20,000	923 ENVIRONMENTAL SECTION		149,000	950 TRAINING		28,500
910 REGION GEOLOGIST		140,000	924 D.O.T.		1,500	955 R/W RELOC. ASSISTANCE		300
911 TRAFFIC SECTION		2,000	925 AIR MONITORING			960 PERSONAL LEAVE		2,000
912 LANDSCAPE			926 FOUNDATION		58,000	980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON		18,000	927 FREE BRIDGE DESIGN			985 EEO Monit		8,900
914 REGION UTIL-ITY LIAISON		5,000	932 RAILROAD & UTILITIES		300	917 INVENT-NEEDS		5,800

TOTALS	$	$ 1,657,700
PREVIOUS AUTHORIZATION		$ 1,258,500
ADD. AUTH. REQUIRED		$ 399,260

RIGHT OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER RF-F-29(27)

LOCATION ENGINEER'S REMARKS

Lyle

1 of
2 of
3
4 of

SECTION

PREPARED BY M. L. Harris	DATE 5/26/83	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS for X	DATE 7-26-83
RECOMMENDED, REGION ENGINEER X	DATE 5-26-83	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE 7-25-83
RECOMMENDED, LOCATION ENGINEER X Frank E.	DATE 7/25/83	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 11-6-80 7-11-83	

734-1914 (7-82)

r11·

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-14(17)
2. STATE PROJECT NO. See below
2A. COUNTY NAME Douglas

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 20043

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 4/27/83
8. FEDERAL ROUTE NUMBER Primary 14
9. STATE ROUTE NUMBER Primary 35

10. GENERAL LOCATION:
Mystic Creek - Camas Valley Section

11. GENERAL DESCRIPTION OF WORK
Utility Adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)* Utility Adjustment

13. REMARKS

As requested by Mr. Swan's letter of 4/27/83 this will confirm the advance approval date of 4/27/83 to proceed with the actual adjustment for the Douglas Electric Cooperative, Inc., power line relocation on an actual cost basis estimated to be $15,139 Federal Funds $14,382.

I approve the Agreement with Douglas Electric Cooperative, Inc.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Program Manual.

RECEIVED
STATE HWY ENG'R
MAY 16 '83
REFER TO Potter
FOR
Info | Inter | R/D | D/R | Sign | Act | File

14. DATE 5/5/83
15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner
16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-76) PREVIOUS EDITIONS MAY BE USED

9/13

RECEIVED
TECHNICAL SERVICES
MAY 20 '83
REFER TO
FOR
Info Inves N/D File

April 27, 1983

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
D. E. SWAN

FROM: D. E. Swan
Program Control Engineer

SUBJECT: Aerial Power Line Relocation
Douglas Electric Cooperative, Inc.
Mystic Creek-Camas Valley Section
Coos Bay-Roseburg Highway
Douglas County
Project No. F-14(17)

Here is a copy of an estimate of cost to adjust Douglas Electric Cooperative's facilities dated March 21, 1983, and a sketch showing their proposed relocation.

A certification prepared by John E. Christopherson as to the Cooperative's rights in the land occupied by their facilities is in our files.

A copy of the relocation letter to the Cooperative dated January 18, 1983 was previously supplied to your office.

An appropriate permit for the utility's proposed relocation will be issued as required.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4, as the relocation involves a segment of facilities less than one mile in length of the project by the facilities.

There will be no betterment derived from the proposed adjustment of the Cooperative's facilities.

Your approval of the actual cost agreement, as evidenced above, and confirmation of your advanced authorization to proceed with the work as of May 27, 1983 under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $15,139.

JMC/llr
Enclosure
cc: E. S. Hunter
Jack M. Cartwright
J. E. Christopherson

[illegible] 8

April 27, 1983

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

ATTENTION: Glenn K. Hossner, Field Operations Engr.

Jack M Cartwright

FROM: Jack M. Cartwright
Utility Relocation Coordinator

RECEIVED
TECHNICAL SERVICES
MAY 2 '83
REFER TO
FOR
Info | Immed | R/D | D/R | Sign | Act | File

SUBJECT: Federal Participation Eligibility Date
Aerial Power Line Relocation
Douglas Electric Cooperative, Inc.
Mystic Creek-Camas Valley Section
Coos Bay-Roseburg Highway
Douglas County
Project No. F-14(17)

Dear Mr. Hossner:

Confirmation of your verbal authorization for Douglas Electric Cooperative to proceed with the relocation of their aerial power line facilities in conflict with this project as of April 27 is requested. An estimate of cost has been received from the Cooperative in the amount of $15,139. The estimate is presently being reviewed by Highway Accounting Section and will be forwarded for your review and approval by separate letter. Federal participation in the cost of the relocation work is subject to FHWA's review and approval of the estimate of cost.

Advanced authorization date of
April 27, 1983 is approved.

G. K. Hossner
Glen K. Hossner, Field Operations Engineer

RECEIVED
APR 29 1983
RR & UTILITY UNIT

JMC/llr
cc: E. S. Hunter
D. E. Swan
James J. Gix
J. E. Christopherson
Pete Gonzalez

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: F-14(17)

2. STATE PROJECT NO.: See below

2A. COUNTY NAME: Douglas

3. FROM:
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 20043

6. TO:
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RIGHT OF WAY ADMINISTRATION
RECEIVED
APR 20 1983
M AM ADM RBR CA
PMS AS CE DE TE RDE
0 1 2 3 4 5

7. DATE AUTHORIZATION EFFECTIVE: 4/13/83

8. FEDERAL ROUTE NUMBER: Primary 14

9. STATE ROUTE NUMBER: Primary 35

10. GENERAL LOCATION:
Mystic Creek - Camas Valley Section

11. GENERAL DESCRIPTION OF WORK
Grade, drain, high type pavement, structures and landscaping

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)*

Temporary Pavement Striping S.F.	$2,500
Permanent Pavement Striping S.F.	$7,000
Remove Striping S.F	$1,200
on the job Trainees	$4,800

13. REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's 4/11/83 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $7,231,259 Federal Funds $6,869,695. (EGC @ 95%)

A signed copy of the Title Sheet is returned herewith.

RECEIVED
STATE HWY ENGR
APR 20 '83
REFER TO Potter
FOR
Info | Invest | R/D | D/R | Sign | Act | File

14. DATE: 4/13/83

15. SIGNATURE OF APPROVING OFFICIAL: G. K.

16. TITLE: for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

1633

8

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No. PRO 6-2

DATE: April 6, 1983

TO: Executive Department
Federal-Aid Coordination Unit

FROM:
D. E. Swan, P.E.
Program Control Engineer

SUBJECT: Federal-Aid Funding Application

In compliance with step 7 of Procedure 13-020-02 of Executive Memorandum 02-270-20, we are submitting one copy of the completed application for federal-aid funding of the following:

Item No.	Project No.	Section Name & PNRS Number
20043	F-14(17)	Mystic Creek-Camas Valley No. 7506-2-410 PE No. 7803-4-320 DEIS

JLG:lb

Enc.

cc Dale E. Wilken
General Files

Form 734-3122

9633

8

U.S. Department
of Transportation

**Federal Highway
Administration**

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project RF-DP-29(27)
Mistic Creek - Camas Valley Section
Coos Bay - Roseburg Highway

Date: April 6, 1983

From: Division Administrator

Reply to Attn. of: HFO.3-OR

**NOTED
H.S. COULTER**

To: Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

[illegible]

Mr. Bothman by letter dated March 23 submitted for approval a work plan covering an experimental feature, entitled "Shale Embankment Construction Cirteria", proposed for the subject project. Considering past problems encountered in the construction of embankments using these coastal shales the proposed study is considered appropriate and timely.

The laboratory testing and field inspection costs can be funded with regular construction engineering funds. The necessary testing equipment and post construction reporting could be eligible for HPR funds.

A study such as this could be very valuable in reducing the maintenance problems and cost associated with pavement distortions and stability that have been experienced for many years when working with the interbedded sandstone areas of Oregon. Please advise if you have any further questions regarding this proposal.

The work plan as submitted is approved as requested.

for Dale E. Wilken

cc:
OSHD (R N Bothman)
OSHD (D E Swan)

cy Bennett
[illegible]

cy Hunter
Nerstad
Schwartz
Dist
4/8

RECEIVED
STATE HWY ENGR
APR 8 '83
REFER TO

FOR						
Info	Inves	R/D	D/R	Sign	Act	File

GENERAL FILES

March 23, 1983

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: Robert N. Bothman, P.E.
Assistant State Highway Engineer

Subject: Experimental Features Project: "Shale Embankment Construction Criteria"

Copy
RES 5

Enclosed for your review and approval are six copies of a work plan for a proposed experimental features project on the design and construction of shale embankments in Oregon. The study involves materials that seem rock-like when first excavated, but that quickly weather to a soil state when exposed to air and water.

The project is located on the Coos Bay - Roseburg Highway between Mystic Creek and Camas Valley, but the material is not unique to that area. The work plan includes a cost estimate for evaluation of materials properties, placement and compaction procedures. The construction contract will include the construction of test pads needed to evaluate the contractor's compaction equipment.

These coastal shales are very difficult to compact and because of their appearance the fills are built in thick lifts, which results in pavement distortions and stability problems when the shale degrades. We expect this experimental project to provide valuable guidance to prevent excessive consolidation of the roadbed. We request your approval of the work plan.

TSS:blm

Enclosures

cc: Gordon Beecroft
Ed Johnsen

35

MEMO TO THE FILE March 25, 1983

Fred Eriksen
Fred Eriksen
Design Supervisor

Mystic Creek-Camas Valley Sec.
Coos Bay-Roseburg
Douglas County

Preliminary plans for the project were reviewed at the Roseburg Region Office and on the job site March 10 and 11. Participants in the review are listed at the end of this memo.

The following subjects or items were discussed:

1. On Sht. 2A & 2C Toe trench dimensions were not shown. Also on 2C the bottom Rt. typical locked drain pipe on the lower bench.
2. On Sht. 2E Culvert Sta. 1595+80 (Type Upper Rt.) delete pipe between Conc. Walls. Also on Sec. A-A show fabric on bottom of trench.
3. Sht. 2F haul road river crossing, note to see special provisions for additional details.
4. Sht. 2J4 Temporary Wall see. F-F not identified type up to contractor. Widths for traffic should be added.
5. It was requested conduits under bridge panels be coated metal pipe.
6. Line "ST" Line ditch with 4"-10" Riprap.
7. It was requested that signs on each end of this Hwy. warn of traffic delays of up to 1 hr. due to construction. (as for previous job).
8. Project completion time was discussed, Mr. Busey indicated it would be desireable to have the larger fills winter over before paving.
9. Penalty for complete road closures over 1 hr. of $500 per hour was suggested. Conditions following complete closure should be specified: blasting, placement of bridge beams, etc.

Versteeg
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Adams
Macnab
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10. Request made for anticipated item for slide correction of at least $100,000 or similar to Slater-Mystic Creek job.

11. Means of enforcing project schedule suggested was stipulation allowing the delay of estimate payments until compliance.

12. CTB vs. Treated base was discussed - Region has no preference.

13. Erosion control items were discussed, sandbags were suggested as an item that could be very useful. Item to include placement, removal, etc.

14. Salvage of bridge items was discussed - no salvage from Holmes Creek Bridge. Like to salvage railing off bridge at Westside Road - Stockpile in Maintenance site at Brockway.

15. Requested that contractor be required to have a blasting consultant. Consultant to submit blasting plan to Engineer for approval. Blasting for bridge footings and roadwork to be included.

16. An allowance for covering some soft rock areas with shotcrete or gunite was proposed.

17. The need for a "Sliver fill" typical was mentioned.

18. Removal of existing surfacing is required in some areas. Recycling will be addressed in special provisions. Proposed that surfacing not recycled, be stockpiled in wide area Rt. of Sta. 1550 as directed. No pay recommended for residual asphalt in recycled mixes.

19. Compaction on detours - want to require compactoon delete visual inspection spec's. Temporary paving - want to require all specification mix, had some bad experience with commercial mixes.

20. Add drain tubes (2" or 80) thru grouted riprap on ditch 1518+50 to 1520+50.

FE/cm

cc: Elliot Parker, Geologist
Bob Gettis, Designer
Participants

9633

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VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

March 18, 1983

In Reply Refer to
File No.:
DES 23
16410 et al

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: ORIGINAL SIGNED
WALTER J. HART
Walter J. Hart, P.E.
Bridge Engineer

SUBJECT: Mystic Creek-Camas Valley Section
Coos Bay-Roseburg Highway
Preliminary Bridge Plans

We have reviewed the comments in your letter of February 15, 1983 on the preliminary bridge plans for the subject project. The following actions have been taken:

BRIDGE 16410

Special drainage and embankment details have been detailed to prevent strata lubrication in the foundation soils.

Piles are required by Standard Specification 503.33(e) to be driven through fills by preboring or spudding as necessary.

The Foundation Report recommended 1-3/4:1 slopes only as a suggestion to prevent future oversteepening of slopes due to fill material degradation. The problem of fill degradation is being addressed in the construction plans and specifications; and the 1-1/2:1 slopes are, therefore, considered satisfactory.

BRIDGES 16411 and 16412

Pile supported footings are considered appropriate at Bent 4 for reasons shown in the Foundation Report. Bent location and fill slope catches have been checked in the field.

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BRIDGE 16413

Steel H piles with reinforced tips driven to 70 tons each will penetrate the weathered and fractured upper sandstones at this site. The Foundation Report estimates penetration to Elevation 1000.

BRIDGE 16414

Field examination of rock encountered during actual excavation is required. Bent footing elevations may be adjusted, if necessary.

BRIDGE 16415

The Vicinity Map station is in error by 50 feet; i.e., Station 1530 shown is Station 1530+50. Bent location and fill slope catches have been field verified.

The requirements for the detour at Bent 4 will be addressed in the Special Provisions and designed by the field. There is sufficient clearance for an adequate detour.

The sequence of construction will be such that the end fill will be stable and battered pile will not be required.

BRIDGE 16416

A concrete collar has been shown at the mitered ends.

BRIDGE 16606

Because of potential problems with poor upper soil conditions, underground water passages, soft layers and other similar soil conditions, spread footings are not considered appropriate at this site.

BRIDGE 16607

Battered piles have been added.

OMP:jrb

cc: ✓E. S. Hunter

U.S. Department of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project Preliminary Bridge Plans F-14(-)
Middle Fork Coquille River Bridges
Coos Bay - Roseburg Highway

Date: February 15, 1983

From: Division Administrator

Reply to Attn. of: HBR-OR

To: Mr. E. S. Hunter, Asst State Hwy Engr for Tech Serv
Attn: Mr. Walt Hart, Bridge Engineer

We have reviewed the preliminary plans for the structures on the Middle Fork Coquille River Bridges in the Mystic Creek-Camas Valley section of the Coos Bay-Roseburg Highway. We have review comments for each structure that might be helpful in the design and construction. The plans are approved subject to the considerations below.

Bridge No. 16410 - Sta 1490+00

The superstructure is acceptable. The foundation report indicates a potential slide on the southwest end of the structure. Careful drainage plans must be initiated to prevent a possible strata lubrication problem in the foundation soils. Piles shown at bents 1 and 4 in the densely compacted approach fill might require pre-drilling. The foundation report indicates the desirability of 1 3/4:1 slopes while plans show 1½:1 slopes. Can span lenghts be reduced without jeopardizing the stream channel clearance using 1½:1 slopes?

Bridge No. 16411 Sta 1502+00

The superstructure is acceptable. Please recheck the approach fill on the southeast corner of the east structure end to see if it catches. Can spread footings be used safely for bent 4?

Bridge No. 16412 Sta 1510+28

The superstructure is acceptable. We wonder if the fill will catch on the east end of the structure. We also think that spread footings might be possible at bent 4 if founded in the sand, however, the sands will require rip rap protection which might eventually be more costly than piles. Please review this item.

NOTED
E. S. HUNTER

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FEB 23 1983
BRIDGE SECTION

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NOTED
W.J. HART

Bridge No. 16413 Sta 1516+64

The superstructure and substructure are acceptable. Pile penetration will probably be less than indicated and we feel that some penetration into the shale zone should be required for the battered piles at bent 2.

Bridge 16414 Sta 1526+14

This structure is acceptable. We wonder if the rock at bent 1 is adversly sloped?

Bridge No. 16415 Sta 1530+95

We find the bridge vicinity map stationing does not seem to agree with the bridge layout plans. Using the vicinity map, piers 2 and 3 seem to be out of place. It also appears that there may be some problem with the horizontal detour clearance at bent 4. Comments in the special provision should describe detour requirements and backfilling details considering the structure end integrity. We also feel that battered piles should be placed at pier 4 particularly in view of any delayed construction procedures.

Bridge No. 16416 Holmes Crddk Culvert

We feel this size culvert should have a concrete collar to protect the mitered ends.

Bridge No. 16606 Sta 1566+00

The superstructure is acceptable. We wonder if spread footing might be a viable alternate at bent 1 above elevation .1035. Foundation information does not clear up this point.

Bridge No. 16607 Sta 1573+93

The superstructure is acceptable. Battered piles should be required at bent 2.

Please consider these comments while you proceed with the design.

J Haskell

for Dale E. Wilken

9633

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U.S. Department of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project F-14(11)
Mystic Cr. - Camas Valley Sec.
Douglas County - File 50688

Date: March 11, 1983

From: Division Administrator

Reply to Attn. of: HRW-OR/

To: Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division

Attached are copies of the Bureau of Land Management's Letters of Consent, dated February 15, 1983 and March 8, 1983, stating the conditions for the appropriation of the subject Federal land.

for John D Wickman
Dale E. Wilken

cc:
OSHD (J B Boyd, R/W)
OSHD (Adele Egan, R/W)

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NOTED
E. S. HUNTER

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STATE HWY ENGR
MAR 14 '83
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NTTA J

United States Department of the Interior

BUREAU OF LAND MANAGEMENT

District Office
777 NW Garden Valley Blvd.
Roseburg, Oregon 97470

IN REPLY
REFER TO:

2820
OR 34516
Your Ref: HRW-OR

MAR 8 1983

Mr. Dale E. Wilken
Regional Federal Highway Administrator
The Equitable Center, Suite 100
530 Center NE
Salem, OR 97301

Dear Mr. Wilken: Oregon Project F-14(11), Mystic Creek-Camas Valley Sec.
OSHD File ~~60588~~ 50689

We have reviewed your letter request, February 23, 1983, and concur with your proposed changes. The preferred wording in the Highway easement deed condition 10 will protect the basic intent of our letter of consent, February 15, 1983. The tenure is hereby amended to perpetuity or until no longer needed for the defined purpose.

Should you have any questions, please call Fred Larew at 422-4515 (FTS).

Sincerely yours,

James E. Hart

James E. Hart
District Manager

Wichman

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
REGION TEN
The Equitable Center - Suite 100
530 Center NE. - Salem, OR 97301

February 23, 1983
IN REPLY REFER TO
HRW-OR

Mr. James E. Hart
District Manager, Roseburg District Office
U. S. Bureau of Land Management
777 N. W. Garden Valley Blvd.
Roseburg, Oregon 97470

Dear Mr. Hart:

Subject; Oregon Project F-14(11)
Mystic Creek - Camas Valley Sec.
OSHD File 60688 / BLM Ref: OR 34516
2820

Based on our verbal discussions with Fred Larew of your office in respect to conditions #10 and #11 in your "Letter of Consent" dated 2/15/83, it is our understanding that your office had not received a copy of the highway easement document which was agreed to by our agencies for the appropriation of public land by the FHWA for Federal highway purposes. We are, therefore, enclosing copies of the following:

1. Letter of November 5, 1982 from Director, BLM, to Administrator, FHWA;
2. Letter of November 19, 1982, from Administrator, FHWA, to Director, BLM;
3. Highway easement deed affecting BLM lands and interests in lands.

We request your concurrence in our use of this highway easement deed for the appropriation of the subject property. This would involve changing conditions #9 and #10 in your Letter of Consent to condition #10 as reflected in the highway easement deed. Conditions #12 through #16 contained in your Letter of Consent would be added as special conditions as provided under condition #5 in the highway easement deed.

Should you have any questions in regard to the foregoing, please call John Wichman at 378-3845.

Sincerely yours,

ion Right of Way
Officer
Dale E. Wilken
Division Administrator

Enclosures
As listed

United States Department of the Interior

BUREAU OF LAND MANAGEMENT

District Office
777 NW Garden Valley Blvd.
Roseburg, Oregon 97470

IN REPLY REFER TO: OR 34516
2820
OSHD File 50688

FEB 15 1983

Mr. Dale E. Wilken
Regional Federal Highway Administrator
The Equitable Center, Suite 100
530 Center NE
Salem, Oregon 97301

Dear Mr. Wilken:

Request has been received for the appropriations of public lands of the United States within the State of Oregon for the purpose of issuing a right-of-way use document to the Oregon Department of Transportation, Highway Division, for the reconstruction of State Route 42, pursuant to U.S.C. Title 23: Highways, Section 317 and Section 107(d).

The area requested lies in: NW¼NW¼, Section 1 and NE¼, Section 2, T. 30 S., R. 9 W., W.M., as shown on the map filed by the Oregon State Highway Division and titled "Right-of-Way from U.S. Government, Mystic Creek - Camas Valley, Coos Bay-Roseburg Highway, Douglas County" and also marked, File No. 50688, ORG. No. 10C-51-19, R/W map 9B-16-16, January, 1982.

In accordance with the provisions of the Interagnecy Agreement between the Bureau of Land Management (BLM) and the Federal Highway Administration (FHWA), the BLM agrees to the appropriation and transfer of the above described lands for the foregoing purpose subject to the following conditions, stipulations for which must be included in the right-of-way use document issued to the Oregon State Highway Division, agreed upon by the State, and enforced by the FHWA:

1. If outstanding valid claims exist on the date of this use authorization, the State agency shall obtain such permission as may be necessary on account of any such claims.

2. The use right herein authorized shall terminate 10 years, or sooner if agreed upon, from the date of execution of the transfer document by FHWA to the State in the event construction of a highway or use of the material site has not been initiated during such period.

3. The use right herein authorized is limited to the described right-of-way and the space above and below for highway purposes and does not include any use rights for non-highway purposes.

4. Retention of rights by BLM to use, or authorized use on, any portion of the right-of-way for non-highway purposes provided such use would not interfere with the free flow of traffic, impair the full use and safety of the highway, or be inconsistent with the provisions of Title 23 of the United States code and the FHWA regulations pursuant thereto, and the FHWA and the State agency concerned shall be consulted prior to exercising such rights.

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OREGON DIVISION

5. Location by BLM of any Bureau information signs on the portions of the right-of-way outside of construction clearing limits.

6. Consistent with highway safety standards, the State agency shall:

a. Protect and preserve soil and vegetative cover and scenic and aesthetic values on the right-of-way outside of construction limits.

b. Provide for the prevention and control of soil erosion within the right-of-way and adjacent lands that might be affected by the construction, operation, and maintenance of the highway.

c. Vegetate and keep vegetated with suitable species all earth cut or fill slopes feasible for revegetation or other areas on which ground cover is destroyed where it is deemed necessary prior to completion of the highway and shall maintain terracing, water bars, leadoff ditches, or other preventive works that may be required to accomplish this objective. This provision shall also apply to slopes that are reshaped following slides which occur during or after construction.

7. No sites for highway operation and maintenance facilities, camps, supply depots, or disposal areas within the right-of-way may be established without obtaining approval of the BLM authorized officer.

8. Application of chemicals shall be pursuant to the National Environmental Policy Act and shall be approved by FHWA prior to application by the State.

9. The provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 242) shall be complied with.

10. This use authorization may be renewed.

11. Use authorized is limited to an initial term of 50 years, commencing on the date of this letter of consent.

12. By this instrument, the United States (23 U.S.C. 107 (D)) does hereby appropriate, remise, and release to the State, during such time as this Right-of-Way shall be needed and used for highway purposes, all existing, future, and potential underlying owner's and abutter's rights or easements of access to, from, and across the underlying lands and to, from, and between the abutting lands of the United States: Reserving, however, to the United States such underlying land owner's and abutter's rights and easements, during such time as the United States shall own the property underlying or abutting upon said Right-of-Way, as are reasonably necessary, in the judgement of the Authorized Officer of the Bureau of Land Management at the following places for the purposes indicated for the use of itself, its permittees, licensees or agents:

Physical and legal access to the existing road, from its intersection with the realignment, at approximately survey station 1505, as shown on R/W map 9B-16-16, January, 1982. Existing road will be left in place to a point approximately opposite of station 1493 (Mystic Creek), from this point, opposite of station 1493, to intersection with realignment, near station 1489, the existing road will be ripped.

13. Grant of Rights-of-Way is subject to the State of Oregon acquiring legal and providing physical access, for the United States, to replace the Signal Tree Road and Highway 42 approach that will be relocated to accommodate highway construction. Subject access shall be acquired prior to construction. Easement acquired for the United States, by the State of Oregon, shall be equivalent to or exceed the existing Signal Tree Road easement both in duration and rights acquired. The new road approach will be constructed and connected to the existing Signal Tree Road utilizing specifications approved by the Roseburg District Office.

14. The United States reserves title to all trees, now or hereafter growing, standing or down, within the above described right-of-way, subject to the right of the Oregon State Highway Division to clear brush and fell any trees within the right-of-way for the construction, operation and maintenance of a road, provided however, that such clearing and felling shall be done in accordance with the instructions of the authorized officer of the United States including specifications for the bucking and decking of trees of commercial value, the disposal of slash and the protection of the environment.

15. Prior to construction the Oregon Department of Transportation, Highway Division will enter into a written agreement, with the Roseburg District Office of the Bureau of Land Management, regarding harvest and disposal activities of commercially valuable timber.

16. Prior to construction the Bureau of Land Management will issue a "Notice to Proceed." Such notice will be based on a detailed plans-in-hand, joint agency ODT/BLM review of proposed construction plans. Any additional mitigating measures or approach road locations identified will be mutually accepted in writing and incorporated, by reference, into this letter of consent.

Sincerely yours,

George G Nishimoto

James E. Hart
Acting District Manager

9633

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U.S. Department
of Transportation
**Federal Highway
Administration**

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project F-14(-)
Middle Fork Coquille River
Bridge No. 559B @ Sta 1580+00
Coos Bay - Roseburg Highway

Date: February 18, 1983

From: Division Administrator

Reply to Attn. of: HBR-OR

To: Mr. E. S. Hunter, Asst State Hwy Engr for Tech Serv
Attn: Mr. Walt Hart, Bridge Engineer
Salem, Oregon

We have reviewed the preliminary plans and foundation information submitted under Mr. Hart's January 19, letter (and foundation information 2/10/83) for Middle Fork Coquille River Bridge No. 599B on the Coos Bay - Roseburg Highway.

Your proposal is acceptable to us, please proceed with the design.

For Dale E. Wilken

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FEB 22 '83
REFER TO Hart
FOR
Info Inves R/D D/R Sign Act File

Orig 2-22-83

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
DES 23
559B

January 19, 1983

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FOR
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TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM:

Walter J. Hart, P.E.
Bridge Engineer

SUBJECT: Middle Fork Coquille River Bridges
and Holmes Creek Culvert
Mystic Creek-Camas Valley Section
Coos Bay-Roseburg Highway
Douglas County

Enclosed are two reduced prints of Drawings 37377, 35219, 37438, 35224, 37853, 35225, 37376, 35226, 37444, 34826, 37445, 34827, 37446, 34526, 37437, 37155, 37852, 37157, 37439 and 37156 which are the preliminary plan and elevations and vicinity maps for the following structures:

Bridge 16410 @ Station 1490+00
16411 @ Station 1501+50
16412 @ Station 1510+00
16413 @ Station 1516+50
16414 @ Station 1527+00
16415 @ Station 1532+50
16416 @ Station 1539+00 (Holmes Creek Culvert)
16606 @ Station 1566+50
16607 @ Station 1574+00
559B @ Station 1580+00

Also enclosed are two sets of the grading plans and two copies of the foundation reports, except for Bridges 16415, 16416, 16606 and 559B, which have the hydraulic report in the appendixes. The reports for the other four bridges will be forwarded as soon as they are available.

The alignment, roadway width and elevation are in accordance with the standards governing the project. The lengths are required to span the river. For the bridges that require bents in the stream, single-column shafts are proposed except at Bridge 559B which is a widening and the bents will be an extension of the existing bents. The skew angle of the bridge ends has been made a maximum of 45 degrees to mitigate the sharp skew angles that would theoretically be required.

All bridges except Bridges 559B and 16416 will have prestressed beams with a poured-in-place deck. This is the most economical type of construction for these span lengths. For Bridge 16416, a plate pipe arch is being proposed. This is estimated to cost $150,000 compared to $270,000 for a bridge. This was the only site that a culvert is possible. Bridge 559B is a widening and because of the variable width, poured-in-place concrete to match the existing bridge is proposed.

The estimated cost of these structures, including an allowance for engineering and contingencies, is as follows:

Bridge 16410	$639,000
16411	659,000
16412	470,000
16413	360,000
16414	377,000
16415	602,000
16416	150,000
16606	488,000
16607	193,000
559B	286,000

We request your approval of our preliminary plans.

JMT:jrb

Enclosures

cc: ✓E. S. Hunter
D. E. Swan
Don Adams /w/ 1 set
Jim Gix /w/ 1 set
Gary Potter /w/ 1 set
Don Shaffer /w/ 1 set

9633

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VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

February 4, 1983

In Reply Refer to
File No.:

Burt Paynter, Chief
Regulatory Functions Branch
Portland District, Corps of Engineers
P.O. Box 2946
Portland, OR 97208

NOTED
E. S. HUNTER

Application for Department of the Army Permit

Enclosed is an application for a Department of the Army permit to realign and reconstruct a 2.24-mile section of the Coos Bay-Roseburg Highway in Douglas County. Drawings showing plans, elevations and typical sections for the proposed construction are also enclosed.

We are anticipating advertising this project towards the end of March for an April 28, 1983 letting. This would allow the contractor to accomplish some work this summer.

We must have all permits in-hand before we can advertise the project; therefore, anything that you can do to help us meet our deadline would be appreciated.

Frank E. Terpin

Frank E. Terpin
Location Engineer

FET:DEK:ge

Enclosures

cc w/att E. S. Hunter
W. J. Hart
J. J. Gix
D. L. Trout
D. E. Keyes

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FOR

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Form 734-3122

JOINT APPLICATION FOR PERMIT

U.S. ARMY CORPS OF ENGINEERS
STATE OF OREGON, DIVISION OF STATE LANDS

WHEREAS Department of the Army permits for proposed work in or affecting navigable waters of the United States, the discharge of dredged or fill material into those waters, and the transport of dredged material for the purpose of dumping it into ocean waters are authorized by Section 10 of the River and Harbor Act of 1899, Section 404 of the Clean Water Act of 1977, and Section 103 of the Marine Protection Research and Sanctuaries Act of 1972, respectively, ---AND---permits for that part of those project activities which includes the removal or fill in the waterways of Oregon of rock, gravel, silt, and clay are authorized by the State of Oregon under O.R.S. 541.605 to 541.695---THIS APPLICATION WILL MEET THE REQUIREMENTS OF BOTH AGENCIES.

For Agency Use Only	For Agency Use Only
Corps of Engineers #	State of Oregon #
Date received	Date received

Name of Waterway: Holmes Creek & Day Creek
Middle Fk Coquille River
River Mile: 29.0 to 31.2
Local Name: -

Section	Township	Range
1 and 2	30S	9W
36	29S	8W
31	29S	8W

Estimated Starting Date of Project: April 1983
Estimated Completion Date of Project: September 1985

NAME OF APPLICANT: Oregon State Highway Division	AUTHORIZED AGENT: Frank E. Terpin, Location Engineer
Address: Transportation Building	Address: 200 Transportation Building
City, State, Zip Code: Salem, OR 97310	City, State, Zip Code: Salem, OR 97310
Phone: Work Area (503) 378-6883 Home Area ( )	Phone: Work Area (503) 378-6883 Home Area ( )
PROJECT SUPERVISOR: -	Phone: Work Area ( ) Home Area ( )
PROPERTY OWNER IF OTHER THAN APPLICANT: -	PROJECT ADDRESS: Near Camas Valley
Address	City, County, State Zip Code: Douglas County
City, State, Zip Code	Assessor's Records--Shown on Map # Tax Lot #
Phone: Work Area ( ) Home Area ( )	Name of Subdivision Lot Block

In order to expedite the processing of this application, the following city and/or county department, which has local jurisdiction over the proposed project, has been contacted:

Name of Department: -
Address: -
Phone Number: -

APPROVALS OR CERTIFICATIONS applied for or already obtained from other agencies (Federal, interstate, state, county, city, area) for any of the proposed projects described in this application:

Issuing Agency	Type of Approval	Identification #	Date of Application	Date of Approval
-				

NPP Form 358
OCT 1980
141-31-04-80

Inclosure 1

Has any agency denied approval for the activity described herein or for any other activity directly related to it?

☐ Yes ☒ No If yes, please explain in Remarks.

ADJOINING PROPERTY ON THE WATERWAY: Give names, addresses, and phone numbers of owners and/or occupants.

See attached list.

PLEASE EXPLAIN IN DETAIL your plans to restore the area to its natural condition.

The new cut and fill slopes will be seeded and mulched. Fill slopes that are exposed to the river will be protected from erosion by "Selected Rock Embankment" material rather than concrete or metal retaining structures. The existing roadway, where not needed for access to property, will be obliterated and contoured to the surrounding terrain. Additional information is to be found in the Final Environmental Impact Statement approved on 8/28/80. Douglas fir seedlings will be planted in some areas as indicated on the plans.

INFORMATION FOR FILL OR REMOVAL:

FILL WILL INVOLVE ________ cubic yards annually, and 26,400 cubic yards for the total project.

☒ Riprap ☒ Rock ☒ Gravel ☐ Sand ☐ Silt ☒ Clay ☐ Organic

REMOVAL WILL INVOLVE ________ cubic yards annually, and ________ cubic yards for the total project.

☐ Rock ☐ Gravel ☐ Sand ☐ Silt ☐ Clay

DESCRIBE IN DETAIL THE PROPOSED ACTIVITY---its primary purpose and secondary purpose, if any,---intended use (private, public, commercial)---type of structures and use---type of vessels using facility---facilities for handling wastes---type of conveyance and manner of extraction of any fill or removal---the quantity and composition of, and the source and disposal sites for any fill or removal. (If additional space is needed, use plain sheet of paper.)

See attached explanation.

Application is hereby made for a permit or permits to authorize the activities described herein. I certify that I am familiar with the information contained in this application, and that, to the best of my knowledge and belief, such information is true, complete, and accurate. I further certify that I possess the authority to undertake the proposed activities.

Signature of Applicant or Authorized Agent

18 USC 1001 provides in part: "Whoever, in any manner within the jurisdiction of any department . . . of the United States knowingly and willfully falsifies . . . a material fact or makes any false . . . statement or . . . uses any false . . . document . . . shall be fined not more than $10,000 or imprisoned not more than five years, or both."

Attachment to
JOINT APPLICATION FOR PERMIT

Holmes Creek & Day Creek
Middle Fork Coquille River

Proposed Activity:

The proposed project is a realignment and reconstruction of a section of the Coos Bay-Roseburg Highway to make a safer highway for the traveling public. The present highway is narrow and crooked which restricts the flow of traffic and creates hazardous driving conditions.

Construction involves widening and realigning 2.24 miles of roadway that includes eight new bridges, widening of one existing bridge, construction one plate pipe arch, construction of one reinforced concrete box culvert, construction of selected rock embankment and construction of temporary haul roads.

Select rock embankment material will be used on all slopes that will be exposed to possible erosion from the river. The select rock is usually placed approximately five feet above the ordinary high water mark; therefore, as indicated on the plans, the quantities placed below ordinary high water are less than actually used and this quantity is approximately 20,100 cubic yards. This quantity also included slope protection at bridge and culvert ends and protection of bridge footings. There will also be approximately 6,400 cubic yards of common embankment material placed below ordinary high water behind some of the select rock protection.

There will be approximately 4.5 acres of land below ordinary high water that will be covered by the proposed construction. These areas are indicated by cross-hatching on sheets 11, 15, 21, 25 and 29.

It is proposed to allow the contractor to construct temporary river crossings for haul road if he so elects. Sheet 8 shows the construction to be used. The crossings will be constructed of clean granular material and will be removed each winter and at the completion of the contract.
E
Erosion control measures will be used throughout the project. This will include the use of drainage curbs and slope drain pipes, sediment fences, straw bale sediment barriers, select rock filters and seeding and mulching. Sheet 9 shows the types of designs that will be used.

A material source for surfacing materials will be offered to the contractor for his use if he so desires. It is a gravel bar and the development plan that he will have to follow, if he uses this source, is shown on sheet 10. It is anticipated that approximately 40,000 cubic yards of material will be needed and could come from this source.

2/4/83

9633

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO 6-2

Date: February 4, 1983

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: D.E. Swan, P.E.
Acting Program Section Manager

Subject: Project No. F-14(11)
Mystic Creek-Camas Valley Section
Douglas County
(File 53249)

I request your authorization to proceed with the actual acquisition of the above listed file on the subject project at an estimated total cost of $1,000. The area to be acquired consists of a temporary channel change easement as outlined in red on the enclosed sketch map. No relocation assistance is involved and authorization to proceed as requested will not involve an increase in total cost or Federal funds for the project at this time.

CL:bks
Enc.
cc: D. Aman
General Files

35N

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
1/26/83
Roseburg, Oregon

M. G. Havig

FROM: M.G. Havig
Proj. Mgr.

TO: J.H. Versteeg
Road Design Eng'r.

Attention: Fred Eriksen

SUBJECT: Stevenson Bar
Prospective Material Source
Mystic Cr. - Camas Valley
Coos Bay - Roseburg Hwy.
Douglas County

Enclosed is some typical sections showing the proposed development or working plan for gravel removed for surfacing material on subject project. Also I have sent Deeds, maps, sketches, etc. showing location and boundary of proposed site. The aerial sketch showing the boundary is only approximate, but probably fairly close.

Investigation showed the 2nd prospective gravel bar we had intended to recommend was borderline on available material, so we are not now recommending more than just this one.

A copy of July 20, 1982 letter from Elliott Parker to Alfred Shirley Jr. indicated approximately 80,000 C.Y. of gravel available, less approx. 15,000 C.Y. removed last summer and less approx. 25% for fine material, leaving at least 37,500 C.Y. We feel this is a conservative estimate of available material. Approx. 31,000 C.Y. is needed for the project.

The proposed typical sections were discussed with the local Fish Biologist 1/25/83 and he indicated he could see nothing wrong with it. He did, however, want us not to dig below the water elevation (low water) and we are only allowed to work it between June 15 and Sept. 1st.

A contractor removed approx. 15,000 C.Y. from this bar last summer and he hauled material across the river by spanning main channel with a railroad flat bed car. I would suggest a similar method be used again.

I do not feel a reclamation plan is necessary but we should spell out in specs that any area up in the vegetation area would need to be restored and all equipment removed and the gravel bar shaped as per Parkers letter.

This site does not have stockpile space, nor can a hot plant be set up here. There may or may not be space available for a crusher.

1 ✓

cc: Region
Elliott Parker

copy
aLP
copy
2

28

35

STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO
DES 16

TO: J.H. Versteeg
Road Design Engineer

DATE: January 21, 1983

FROM: Lyle K. Watson
Lyle K. Watson
Final Design Supervisor

SUBJECT: Status Report
Mystic Creek-Camas Valley
Coos Bay-Roseburg Highway
Douglas County

Roadway Plans.
The roadway plans will be completed the week of February 7, 1983, including TP & DT and permanent signing.

Structure Plans.
There are eight new structures, one structure widening and a major culvert to be designed. Approximately eight weeks will be required for the structure design.

Right-of-Way.
There are six right-of-way files that have gone to condemnation and one new file added. Three month's will be required to complete these files.

404 Permit.
Don Keyes met with Corps of Engineers on Wednesday, January 19, 1983 and discussed the time frame required for approval. The general permit cannot be applied because it is limited to placing 5,000 cubic yards of material in streams. The minimum time frame for permit approval will be 60 days after receipt of the application, which will then require the coordination of several agencies before the permit can be issued.

With the time frames noted above, the earliest bid opening for this section will be April 28, 1983.

cc: Walt Hart
Rod Henry
Don Keyes
Fred Eriksen

LKW:kg

1 ✓ Versteeg 2 ✓
Anderson
Adams
Olson
2 ✓ Sullivan AGB
Tarpin

RECEIVED
21
ROAD DESIGN SECTION

ot

81-125-1387

35 /

ROAD DESIGN SECTION 378-6558 ROW 3:1

J. B. Boyd, Manager
Right of Way Section

January 19, 1983

J. H. Versteeg
Road Design Engineer

File 53249
Mystic Creek-Camas Valley Unit
Mystic Creek-Muns Creek Section
Coos Bay-Roseburg Highway
Douglas County

Attached is a description (1 file) and an authorization covering additional right of way required for the subject project, scheduled for March 24, 1983. Prints covering this file have been forwarded to your office as of this date with revisions of file 50697.

By: ORIGINAL SIGNED BY
W. H. WAKERLIG

W. H. Wakerlig
R/W Descriptions Supervisor

WHW:rlr
Attachments

RECEIVED
JAN 20 1983
ROAD DESIGN
SECTION

Versteeg
Anderson
Adams
[illegible]
Sullivan
Turpin
Trout
Wakerlig

Do not file
Return to
Bring up __/__
Action

35

ROAD DESIGN SECTION 378-6558 DES 16

A. E. Shirley, Jr.
Region 3 Engineer, ROSEBURG

October 27, 1982

W. H. Wakerlig
Right of Way Descriptions Supervisor

Mystic Creek-Camas Valley Section/
Shields Creek-Muns Creek Section
Coos Bay-Roseburg Highway
Douglas County

Anderson
Adams
Olson
Sullivan
Terpin
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OCT 27 1982
ROAD DESIGN SECTION

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We are forwarding herewith reproducible maps 9B-16-16 and 9B-17-11 covering the subject survey for your verification, narrative, professional seal, signature and submittal to the county per ORS 209.250.

The narrative shall explain the purpose of the survey, the basis on which lines were established and which found monuments and deed elements controlled the lines established or reestablished.

If, the narrative is a separate document, the narrative and the map should be referenced to each other and the narrative should contain additional information as follows:

1. Location of survey by ¼ Section, Donation Land Claim, Township and Range.
2. Date of Survey.
3. Surveyor's Seal.
4. Surveyor's business name and address.

By:

Arthur L. Dean
Sr. Design Draftsman

ALD:rlr
Attachment

76-33

REFERRED TO 3511

F.E.

PRELIMINARY SURFACING DESIGN
COST ANALYSIS

Project: Mystic Creek - Camas Valley, Unit 1
Highway: Coos Bay - Roseburg #35
Length of Project: 2.5± miles PMS No. ____
Date: September 13, 1982
County: Douglas
Prefix: 10-1946

ADT 3,300 % Trucks 20
Traffic Coefficient 9.8
Soil R Value 10
18 Kip EALs/day 564
Design Period Ten Years - Initial
CBE Required 31.5 inches

Widening - New Work Width ____	Thickness	Overlay/Rehab. of Existing Pavement Width ____	Thickness
Alternate No. 1			
A.C. - Class "B"	4.0"		
Cement Treated BAse	13.0"		
Cost $			
Alternate No. 2			
A.C. - Class "B"	6.0"		
Prime Coat			
Aggregate Leveling	2.0"		
Aggregate Base	18.0"		
Fabric Membrane			
Cost $			
Alternate No. 3			
Cost $			

Remarks - Surfacing Design Engineer:

Recommendations:

RECEIVED
SEP 13 1982
ROAD DESIGN SECTION

Versteeg
Anderson
✓ Adams
Olson
Sullivan
Terpin
Trout
Wehrlig

Do Not File
Return To
Bring
Action

cc: Location
Final Design Engineer ✓
Region Engineer
Region Geologist
Project Manager

NOTED
F. ERIKSEN

Joseph Fields for John T. Scofield
Surfacing Design Engineer

PAVEMENT TYPE SELECTION

SECTION: ______
HIGHWAY: ______ COUNTY: ______

PRINCIPAL FACTORS GOVERNING SELECTION

1. Traffic Classification: See attached sheet.
2. Soils Characteristics: See attached sheet.
3. Climate ______
4. Construction Considerations: ______
5. Recycling: Initial Project ______

   Future ______
6. Cost Comparisons: See attached sheet.

SECONDARY FACTORS GOVERNING SELECTION

1. Performance of similar pavements in the area: ______
2. Adjacent Existing Pavements: ______
3. Conservation of Materials and Energy: ______
4. Availability of Local Materials or Contractor Capabilities: ______
5. Traffic Safety (Finished Project): ______
6. Incorporation of Experimental Features: ______
7. Stimulation of Competition: ______
8. Municipal Preference, Participating Local Government Preference and Recognition of Local Industry: ______

Remarks: ______

Approval: ______

______
Final Design Engineer

cc: Surfacing Design Eng. after approval

9633

8

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-14(11)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Douglas

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 20043

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 2/11/82

8. FEDERAL ROUTE NUMBER Primary 14

9. STATE ROUTE NUMBER Primary 35

10. GENERAL LOCATION:
Mystic Creek - Camas Valley Section

11. GENERAL DESCRIPTION OF WORK
Right of Way

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☒ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested in Mr. Swan's letter of 2/8/82 I approve the relocation plan dated 2/3/82 and you are now authorized to proceed with the actual acquisition of files 50688 through 50694, 50697 through 50699, 50702, 52505 and 52506 as shown on R/W map 9B-16-16 at a TEC of $110,000 Federal Funds $96,998.

Federal participation is limited to that right of way actually incorporated in the final location of the subject project.

RECEIVED
STATE HWY ENGR
FEB 23 '82
REFER TO [illegible]
FOR
Info Invest R/D D.R. Sign Act File

14. DATE 2/11/82

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9633

8

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

February 8, 1982

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: D.E. Swan, P.E.
Operation Programming Engineer

SUBJECT: Project Data Submission
Item No. 20043
Project No. F-14(11)
Mystic Creek-Camas Valley Section
Right-of-Way
Douglas County

Enclosed is data consisting of PR-1 forms, sketch maps, right-of-way map 9B-16-16 and a relocation plan for the subject project.

I request the following:

1) Approval of the relocation plan.
2) Authorization to proceed with the actual acquisition of right-of-way all phases at an estimated total cost of $110,000 with $96,998 in federal funds. The right-of-way to be acquired is as outlined in red on the enclosed right-of-way map.

Within a reasonable period of time prior to displacement a comparable replacement dwelling will be available or provided for the displaced persons who are initial occupants or adequate replacement dwellings will be available or provided for displaced individuals or families who are subsequent occupants for each displaced person on this project. This assurance is based on the enclosed relocation plan. Relocation assistance will be provided from the Region 3 Right-of-Way Office in Roseburg.

Form 734-3122

Our State relocation program is realistic and is adequate to provide orderly, timely and efficient relocation of displaced persons as provided in FHPM 7-5-1.

CL:bkc
Enc.

cc:	J. Boyd	G. Zehner
	F. Lowe	General Files ✓
	Jim Dixon	

35

ROAD DESIGN SECTION 378-6558

ROW 3:1

J. B. Boyd, Manager
Right of Way Section

January 21, 1982

J. H. Versteeg
Road Design Engineer

Files 52505 & 52506
Mystic Creek-Camas Valley Unit
~~Mystic Creek-Muns Creek Section~~
Coos Bay-Roseburg Highway
Douglas County

Versteeg
Anderson
Adams
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
JAN 22 1982
ROAD DESIGN SECTION

Do Not File ☐
Return To
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Action

Attached are descriptions (2 files) and an authorization covering additional right of way required for the subject project, scheduled for fiscal third quarter of 1983. Prints covering these files have been forwarded to your office as of this date with revisons of files 50694 through 50699 and file 50702.

By: ORIGINAL SIGNED BY
W. H. WAKERLIG

W. H. Wakerlig
R/W Descriptions Supervisor

WHW:rlr
Attachments

File

NARRATIVE Dec. 1981

Mystic Creek - Camas Valley Unit (Unit # 1)
Revised Alignement Alternative

The revised alignement limits are from the original staked "L" (L^3 on the detail map) station 1560+22.55 P.O.C. equals "L^6" 1560+22.55 P.C.S. and this goes to the east end of the project, sta. "L" 1601+00. The "L^6" centerline becomes the "L^7" at sta. "L^6" 1562+42.55 P.T. Bk. equals "L^7" 1562+42.55 P.O.T. Ah. The "L^7" centerline equates back to the original "L" ("L^3" on map) at sta. "L^7" 1590+65.51 P.T. Bk., which equals "L" 1593+82.36 P.O.T. Ah. We did not change the "L" line curve at sta. 1559+28.47 except to slide the P.I. back on line towards the P.S., or in other words we just shortened it up and left the P.S. and P.S.C. stationing the same. The overall length of the change is 3,760.6 feet.

The tangent across the existing structure over the middle fork of the Coquille River is fairly critical. We field staked this portion of centerline and re-cross sectioned some critical areas. We wanted to fit in a centerline that would require widening only one side of the existing bridge and allow us to slide by the house at sta. 1577 without wiping them out causing another relocation. We also wanted to keep our alignement as close to the river, easterly of the bridge, as possible (without getting into the river) to minimize the amount our centerline moved into the cut at the archeological site at 1586+50. We feel our line does accomplish this.

There should be no relocation from this alternative. As mentioned above we can slide by the house at 1577. However we will take the shed by the mobile home sta. 1586+50. It may also be necessary to move the mobile hame pad back slightly. The house at 1577 is currently vacant and the mobile home is occupied, but is vacant from time to time.

Since time prevented us from doing some exploratory drilling in our cuts, we will be doing it as soon as possible, when weather and conditions allow us. There may be some later modification in our slope design in the two cuts we intend to drill; the cut on the south side of the river sta/ 1568 to 1573 and the cut on the left of the Westside Road connection.

We studied an alignement modification, or another alternative at the curve at sta. 1587, the "L^9" line. We looked at shifting this P.I. ahead on line with the same curve, but a little more delta to further minimize the extent we cut into the archeological site on the south at sta. 1587. The "L^9" line cuts less into the site on the south but swings out to the north of the highway which is also an archeological site, however this is an embankment area. We ran some cost comparisons as to the least costly for archeology salvage. The costs were quite close with the line through the cut "L^7" line apprx. 40,000 dollars less than the "L^9" through the embankment area. The cuts require 50% salvage where as the embankments require only 10%, but the total acreage involved in the embankment ("L^9") line was sufficiently more to offset the reduced salvage percentage. I recommend the "L^7" centerline. The "L^9" centerline was left plotted on the detail map for your info, also it is plotted and identified on the X-section roll.

As mentioned earlier we would like to have our detail, cross sections and profile back as soon as possible so we can complete the remainder of the survey.

M. G. Havig

cc: Region
Location

M.G. Havig
Proj. Mgr.

Form 734-3049 (Rev. 2-79)
OREGON DEPARTMENT
OF TRANSPORTATION

TABULATION SHEET

SHEET 1 OF .... SHEETS

Mystic Cr.~Camas Valley

June 82±

Slopes picked from X-Sections that were submitted by Region 3 Locating Engr.

		Ht.	Lt.	Station	Rt.	Ht.		
			0° 37°	1482+50	F 2:1			
	X-Widening St.Con.	20	C 1½:1	1483~	F 4:1	7		
	"	20	C 1½:1	1483+50	0			
	"	25	C 1½:1	1484	0			
	"	20	C 1½:1	+50	0			
	"	40	C 1½:1	1485	0			
	"	25	C 1½:1	+50	F 2:1	35	Rock Sl. Prot.	
	"	30	C 1½:1	1486	F 2:1	35	"	
	"	30	C 1½:1	+50	F 2:1	35	"	
	"	35	C 1:1	1487	F 2:1	40	"	
	"	50	C 1:1	+50	F 1½:1	40	"	
Slide Area	"	35	C 1:1	1488	F 1½:1	35	"	
	"	15	C 1:1	+50	F 1½:1	40	"	
	"	20	C 1:1	(+74)	F 1½:1	40	"	
		15	F 4:1	BRIDGE 1489+38	F 1½:1	45	"	
	Rock slope Protection	30	F 1½:1	1491+13	F 6:1	20		
	"	30	F 2:1	1491+50	F 6:1	15		
	"	30	F 2:1	+65	F 6:1	15		
	"	35	F 2:1	1492	F 6:1	8		
	"	30	F 2:1	+45	F 6:1	8		
	"	30	F 2:1	+95	F 6:1	5		
	"	30	F 2:1	1493+44	F 4:1	3		
		20	F 2:1	+93	C 2:1	5		
		15	F 2:1	1494+41	C 2:1	5		
		15	F 2:1	+90	C 1½:1	40		
		12	F 2:1	1495+40	C 1¼:1	30	Slide Area	

Form 734-3049 (Rev. 2-79)
OREGON DEPARTMENT
OF TRANSPORTATION

TABULATION SHEET

SHEET 2 OF .... SHEETS

Mystic Cr. ~ Camas Valley

		Ht.	Lt.	Station	Rt.	Ht.		
		25	$\overset{F}{2:1}$	1495+90	$\overset{C}{1\frac{1}{4}:1}$	50	Slide Area	
Rock Slope 3' thick Rock on	Protection w/ O.G. for Drainage	30	$\overset{F}{2:1}$	1496+40	$\overset{C}{1\frac{1}{4}:1}$	40	Slide Area	
"	"	30	$\overset{F}{2:1}$	1496+91	$\overset{C}{1\frac{1}{2}:1}$	65	Slide Area	
"	"	25	$\overset{F}{2:1}$	1497+41	$\overset{F}{4:1}$	3		
"	"	25	$\overset{F}{2:1}$	1497+91	$\overset{F}{4:1}$	3		
"	"	25	$\overset{F}{2:1}$	1498+40	$\overset{F}{4:1}$	5		
Rock Slope	Protection	25	$\overset{F}{2:1}$	1498+90	$\overset{F}{4:1}$	6		
"	"	25	$\overset{F}{2:1}$	1499+40	$\overset{F}{4:1}$	7		
"	"	25	$\overset{F}{2:1}$	1499+90	$\overset{F}{4:1}$	6		
"	"	20	$\overset{F}{1\frac{1}{2}:1}$	1500+40	$\overset{F}{4:1}$	7		
"	"	30	$\overset{F}{1\frac{1}{2}:1}$	1500+63	$\overset{F}{4:1}$	7		
"	"	32	$\overset{F}{1\frac{1}{2}:1}$	1500+94	$\overset{F}{4:1}$	10		
"	"	35	$\overset{F}{1\frac{1}{2}:1}$	1501+54	Bridge			
"	"	30	$\overset{F}{1\frac{1}{2}:1}$	1502+98	Bridge			
		4	$\overset{F}{4:1}$	1503+86	$\overset{F}{1\frac{1}{2}:1}$	30	Rock Slope	Protection
Detour		4	$\overset{F}{4:1}$	1504~	$\overset{F}{1\frac{1}{2}:1}$	20	" "	"
"		4	$\overset{F}{4:1}$	+50	$\overset{F}{2:1}$	20	"	"
		15	$\overset{C}{1:1}$	1505~	$\overset{F}{4:1}$	4		
	20'H ~ 1½:1	~ 20'B. ~	BENCH 20'H ~ 1:1	+50	$\overset{C}{2:1}$	4		
	28'H ~ 1½:1	~ 20'B ~	BENCH 26'H ~ 1:1	1506~	$\overset{C}{1\frac{1}{2}:1}$	12	Safety Added	Slope in
	25'H ~ 1½:1	~ 20'B. ~	BENCH 34'H. ~ 1:1	+46	$\overset{C}{1\frac{1}{2}:1}$	18	Green	
	30'H ~ 1½:1	~ 20'B ~	BENCH 42'H. ~ 1:1	1507~	$\overset{C}{1\frac{1}{2}:1}$	15	+ 600	C.Y.
	30'H ~ 1:1	~ 20'B ~	BENCH 46'H. ~ 1:1	+50	$\overset{C}{1\frac{1}{2}:1}$	10		
	24'H. ~ 1:1	~ 10'B ~	BENCH 47'H ~ 1:1	1508	$\overset{F}{4:1}$	6		
DETOUR		45'	$\overset{C}{1:1}$	+50	$\overset{F}{1\frac{1}{2}:1}$	7		

Form 734-3049 (Rev. 2-79)
OREGON DEPARTMENT
OF TRANSPORTATION

TABULATION SHEET

SHEET 3 OF .... SHEETS

Mystic Cr - Camas Valley

		Ht.	Lt.	Station	Rt.	Ht.		
Detour		50	$\overset{C}{1:1}$	1508+57	$\overset{F}{1\tfrac{1}{2}:1}$	7		
Xtra Widening - Detour		40	$\overset{C}{1:1}$	1509	Bridge			
"	"	40	C Bridge	+46	Bridge			
Selected Rock Emb + Rock Slope Protection		10	$\overset{F}{2:1}$	1511+22	$\overset{F}{4:1}$	10	Selected Rock Emb. (See note on X-Sec.)	
"	"	12	$\overset{F}{1\tfrac{1}{2}:1}$	+86	$\overset{F}{6:1}$	4	"	"
"	"	10	$\overset{F}{2:1}$	1512~	$\overset{F}{6:1}$	5	"	"
"	"	10	$\overset{F}{2:1}$	+50	$\overset{C}{2:1}$	5	"	"
"	"	5	$\overset{F}{2:1}$	1513	$\overset{C}{1\tfrac{1}{2}:1}$	25	"	"
"	"	5	$\overset{F}{2:1}$	+50	$\overset{C}{1\tfrac{1}{2}:1}$	5	"	Safety Slope in Green
"	"	5	$\overset{F}{2:1}$	1514~	$\overset{F}{0^{o}}$	Random Fill	" +	"
"	"	7	$\overset{F}{2:1}$	+50	$\overset{C}{1\tfrac{1}{2}:1}$	30	"	"
"	"	10	$\overset{F}{2:1}$	1515	$\overset{C}{1\tfrac{1}{4}:1}$	25		Catches @
"	"	10	$\overset{F}{1\tfrac{1}{2}:1}$	+50	$\overset{C}{1\tfrac{1}{2}:1}$	20		R/W Line
				+58	BRIDGE			
Xtra Widen Detour		6	$\overset{F}{6:1}$	1517+34	Bridge			
Detour		6	$\overset{F}{6:1}$	+83	$\overset{F}{2:1}$	8	~~Rock Slope Protection~~	
		4	$\overset{F}{4:1}$	1518+50	Detour	Emb.	Waste AREA	
Safety Slope		15	$\overset{C}{1\tfrac{1}{2}:1}$	1519~	$\overset{F}{6:1}$	8	Detour	
In Green + 1,900 C.Y.		30	$\overset{C}{1\tfrac{1}{2}:1}$	+50	0^{o}	Waste Area Rt.		
		20	$\overset{C}{1\tfrac{1}{2}:1}$	1520	$\overset{C}{4:1}$	2	Waste Area	
Grouted Riprap Basin & Ditch		15	$\overset{C}{1\tfrac{1}{4}:1}$	+50	$\overset{C}{2:1}$	6	"	"
		25	$\overset{C}{1:1}$	1521~	$\overset{C}{1:1}$	12	"	"
		30	$\overset{C}{1:1}$	+50	$\overset{C}{1:1}$	15	"	"
							Safety Slope Green +	In 350 C.Y.

Form 734-3049 (Rev. 2-79)
OREGON DEPARTMENT
OF TRANSPORTATION

TABULATION SHEET

SHEET 4 OF .... SHEETS

Mystic Cr. - Camas Valley

		Ht.	Lt.	Station	Rt.	Ht.		
~~Safety Slope In Green~~		35	C 1:1	1522-	C 1:1	15	Waste	Area
~~+~~		45	C 1:1	1523-	C 1:1	20	"	"
		20' H. 1:1 ←	C 3/4:1 for 25'	+50	C 1:1	25	"	"
Slope 15' from R/W		20' - 1:1 ←	C 3/4:1 for 35'	1525	C 1:1	30	"	"
can't round property		25' - 1:1 ←	C 3/4:1 for 32'	+50	C 1:1	20	"	"
		22' - 1:1 ←	C 3/4:1 for 20'	1526	C 2:1	2	Safety Slope in Green + 2300 C.Y.	
		6	C 2:1	+16	0 0			
				BRIDGE				
			Rock Slope	1527+85	F 6:1	25		
Rock Slope Protection		20	F 2:1	1528+25	F 6:1	17		
"	"	20	F 2:1	+50	F 6:1	15		
		20	F 4:1	1529-	F 6:1	8		
		20	F 4:1	+50	C 2:1	10	w/ 3:1 Catch is 5' From R/W w/o rounding	
		20	F 4:1	1530	C 1½:1	20		
		20	F 2:1	+50	C 1½:1	20		
Rock Slope Prot.		25	F 2:1	1531-	C 1½:1	20		
"	"	30	F 1½:1	1531+11	C 1½:1	15		
				BRIDGE				
		Approach		1534+22	F 1½:1	15	Detour Rt.	
		4	C 1½:1	+50	F 2:1	17		
Safety Slope In Green + 2,000 Cu. Yd.		16	C 1½:1	1535+00	F 2:1	10		
		18	C 1:1	+50	F 2:1	6		
		26	C 1:1	1536+00	C 1½:1	3	Safety Slope In Green = + 300 Cu. Yd	
		27	C 1:1	+50	C 1:1	7		
		27	C 1:1	1537+00	C 1:1	8		
		22	C 1:1	+50	C 1:1	8		

Form 734-3049 (Rev. 2-79)
OREGON DEPARTMENT
OF TRANSPORTATION

TABULATION SHEET

SHEET 5 OF .... SHEETS

Mystic Cr. - Camas Valley

		Ht.	Lt.	Station	Rt.	Ht.		
		6	C 1½:1	1538+06	C 2:1	1		
				BRIDGE				
		11	F 2:1	1539+64	F 2:1	11		
APPROACH		3	C 2:1	1540+03	C 2:1	2		
		14	C 1:1	+53	C 1:1	10		
		10'H. 1:1 ←	C 3/4:1 ~~For~~ 25	1541+03	C 1:1	16	3:1 Safety	Slope
		10'H. 1:1 ←	C 3/4:1 For 31'	+53	C 1:1	21	+ 1100 C.Y.	
		10'H. 1:1 ←	F 3/4:1 For 46'	1542+03	C 1:1	19		
		15'H. 1:1 ←	C 3/4:1 For 38'	+53	C 1:1	16		
		18'H 1:1 ←	C 3/4:1 For 32'	1543+03	C 1:1	10		
		20'H. 1:1 ←	C 3/4:1 For 17'	+53	C 2:1	2		
		27'	C 1:1	1544+03	F 2:1	20	Rock Slope	Protectio
GROUTED	R.R. Ditch	33'	C 1:1	1544+56= 1543+48	F 2:1	19	ROCK SLOPE & BEGIN	PROTECTIO DETOUR Rt.
Cutoff	Ditch	16'	C 1½:1	1544+00	F 4:1	18	WASTE AREA & STAGE CONST.	
"	"	21'	C 1½:1	+50	F 4:1	17	WASTE AREA & STAGE CONST. - APPROACH	
"	"	25'	C 1½:1	1545+00	F 4:1	15	WASTE AREA & STAGE CONST.	
"	"	22'	C 1½:1	+50	F 4:1	13'	"	"
"	"	23'	C 1½:1	1546+00	C 4:1	4'	"	"
"	"	45'	C 1½:1	+50	C 4:1	8'	"	"
		47'	C 1:1	1547+00	C 1½:1	8	Extra Widening Deto Waste Area	
	25' H	1:1 - 20'B -	C Bench 42' H - 1:1	+50	C 1½:1	14'	Waste	Area
	32' H	1:1 - 20'B -	Bench 41' H - 1:1	1548+00	C 1½:1	16'	"	"
	35' H	1:1 - 20'B -	Bench 41' H 1:1	+50	C 1½:1	20'	"	"
	44' H	1:1 - 20'B -	Bench 40' H 1:1	1549+00	C 1½:1	19'	"	"
	47' H	1:1 - 20'B -	Bench 40' H 1:1	+50	C 1½:1	19'	3:1 Safety Sl[illegible]e + 1400 Cu.	
	45' H	1:1 - 20'B -	Bench 40' H 1:1	1550+00	C 1½:1	23'		

Inadequate R/W for any flattening

Form 734-3049 (Rev. 2-79)
OREGON DEPARTMENT
OF TRANSPORTATION

TABULATION SHEET

SHEET 6 OF .... SHEETS

Mystic Cr. - Camas Valley

		Ht.	Lt.	STATION	Rt.	Ht.		
	46'H	1:1 - 20'B -	BENCH 35'H - 1:1	1550+50	C 1½:1	10'	Waste	Area
	40'H	1:1 - 20'B -	BENCH 29'H - 1:1	1551+00	C 2:1	4'	" See Sheet 5	"
	25'H	1:1 - 20'B -	BENCH 24'H - 1:1	+50	F 3:1	14'	"	"
	12'H	1:1 - 15'B -	BENCH 19'H - 1½:1	1552+00	F 3:1	17		
Cut off Ditch		2'	F Daylight	+50	F 4:1	18'	Rock Slope Protect. & Emb Fdn. Exc.	
Cutoff Ditch & Random Fill		6'	F Flat ±	1553+00	F 3:1	20'	" "	"
Random Fill		6'	F 6:1	+50	F 2:1	17'	" "	"
"	"	5'	F 6:1	1554+00	F 2:1	18'	" "	"
"	"	6'	F 6:1	+50	F 2:1	22'	" "	"
"	"	12'	F 4:1	1555+00	F 1½:1	21'	" "	"
"	"	7'	F 4:1	+50	F 1½:1	24'	" "	"
"	"	5'	F 4:1	1556+00	F 1½:1	24'	" "	"
"	"	6'	F 4:1	+50	F 1½:1	23'	" "	"
"	"	6	F 4:1	1557+00	F 1½:1	18'	" "	"
"	"	6	F 4:1	+50	F 1½:1	19'	" "	"
		6	F 4:1	1558+00	F 1½:1	18	" "	"
		5	F 4:1	+50	F 1½:1	15	" "	"
		6	F 4:1	1559+00	F 1½:1	11'	" "	"
		5	F 4:1	+50	F 2:1	13'	" "	"
		6	F 4:1	1560+00	F 2:1	13	" "	"
		6	F 4:1	+50	F 2:1	13	" "	"
		5	F 4:1	1561+00	F 2:1	10	" "	"
		5	F 4:1	+50	F 2:1	10	" "	"
		5	F 4:1	1562+00	F 2:1	9	" "	"
		6	F 4:1	+50	F 2:1	9	" "	"
		6	F 4:1	1563+00	F 2:1	9	" "	"

Form 734-3049 (Rev. 2-79)
OREGON DEPARTMENT
OF TRANSPORTATION

TABULATION SHEET

SHEET 7 OF .... SHEETS

Mystic Creek - Camas Valley

		Ht.	Lt.	STATION	Rt.	Ht.		
		9'	C 1½:1	1563+50	F 2:1	8'	Rock Slope Prot. & Emb. Fdn. Exc.	
		20'	C 1½:1	1564+00	2:1	9'	"	"
		22'	C 1½:1	+51	2:1	9'	"	"
Detour ↓		24'	C 1:1	1565+00	2:1	9'	"	"
				BRIDGE				
Rock Slope Prot., EMB Fdn Exc., Detour		16'	F 1½:1	1567+22	C 1:1	6'	CUT OFF DITCH	
Rock Slope Prot. & EMB Fdn. Exc		16'	F 2:1	+50	C 1:1	11'	"	"
" "	"	13'	F 2:1	1568+00	C 1:1	28'	"	"
		6'	C 1:1	+50	C 1:1	40'	"	"
		17'	C 1:1	1569+00	C 1:1	41'	"	"
		21'	C 1:1	+50	C 1:1	38'	"	"
		28'	C 1:1	1570+00	BENCH 1:1-38'	H-20'B-	1½:1-10'	H.
		33'	C 1:1	+50	BENCH 1:1-49'	H-20'B-	1½:1-14'	H.
		40'	C 1:1	1571+00	BENCH 1:1-50'	H-20'B-	1½:1-17'	H.
		39'	C 1:1	+50	BENCH 1:1-50'	H-20'B-	1½:1-23'	H.
		37'	C 1:1	1572+00	BENCH 1:1-50'	H-20'B-	1½:1-23'	H.
		29'	C 1:1	+50	C 1:1	50'		
		8'	C 2:1	1573+00	C 1:1	17'		
		5'	F 3:1	+25	C 4:1	2'		
				Bridge				
Rock Slope Protect. & EMB. Found. Exc		14'	F 2:1	1574+50	F 2:1	14'	Rock Slope Prot. & EMB. Found Exc.	
" "	"	14'	2:1	+75	F 2:1	12'	" "	"
" "	"	13	2:1	1575+00	F 2:1	12'	" "	"
		5	C 4:1	+50	F 4:1	4'		
		3	C 4:1	1576+00	C 1:1	8'		

Form 81-736-3049

OREGON STATE HIGHWAY
DIVISION

TABULATION SHEET

SHEET 8 OF .... SHEETS

Mystic Creek - Camas Valley

		Ht.	Lt.	Station	Rt.	Ht.		
		3'	C 3:1	1576+50	C 3/4:1	16'		
		12'	C 1/2:1	1577+00	C 3/4:1	6'		
		17'	C 1/2:1	+50	C 3/4:1	5'		
		14'	C 1/2:1	1578+00	C 3/4:1	4'		
		1'	C 4:1	+50	F 1½:1	16'	Rock Slope Protection & Emb. Fdn. Exc.	
		3'	C 4:1	1579+00	F 1½:1	14'	" " "	
				Bridge				
Rock slope Protection & Emb Fdn. Exc.		26'	F 1½:1	1581+00	F 2:1	10'		
Rock Slope Protection & Emb Fdn. Exc.		25'	F 1½:1	+50	F 2:1	5'		
" " "		20'	F 1½:1	1582+00	F 3:1	10'		
" " "		26'	F 1½:1	+50	F 3:1	5'		
" " "		25'	F 2:1	1583+00	F 3:1	6'		
" " "		25	F 2:1	+50	F 3:1	6'		
		10'	F 3:1	1584+00	F 3:1	7'		
		12'	F 3:1	+50	F 4:1	3'		
		11'	F 3:1	1585+00	C 2:1	1'		
		4'	F 4:1	+50	C 3/4:1	8'		
		4'	F 4:1	1586+00	C 1/2:1	11'		
		4'	F 4:1	+50	C 1/2:1	12'		
		2'	F 4:1	1587+00	C 1/2:1	10'		
		3'	F 3:1	+50	C 1½:1	7'		
		6'	F 3:1	1588+00	C 2:1	3'		
		5'	F 3:1	+50	C 2:1	4'		
		4'	F 3:1	1589+00	C 2:1	2'		
		5'	F 3:1	+50	C 2:1	1'		
		5'	F 3:1	1590+00	C 2:1	1'		

Form 81-734-3040

OREGON STATE HIGHWAY
DIVISION

TABULATION SHEET

SHEET 9 OF .... SHEETS

Mystic Creek - Camas Valley

Ht.	Lt.	Station	Rt.	Ht.
5'	F 3:1	1590+50	C 2:1	1'
	Eq 1590+65.50 Pt. Bk = 1593+82.36 Pt. Ah.			
3'	F 3:1	1594+00	C 2:1	2'
5'	F 3:1	+50	C 2:1	2'
4'	F 3:1	1595+00	C 2:1	2'
3'	F 3:1	+50	C 2:1	2'

35

Mystic Creek - Camas Valley Unit
Coos Bay - Roseburg Highway
Douglas County

NARRATIVE SUPPLEMENT 1982

This supplemental narrative only adds to or modifies the previous 1977 narrative. Where it is not changed or modified it is still appropriate.

This project has just been revised to reflect the centerline change brought about by the high price tag placed on salvaging an archeology site on the original "L^3" line at station 1582. Several alignement alternatives were studied to attempt to miss this archeological site and any others in the area. However it soon became apparant it would be impossible to place any alignement through the easterly end of this project and miss all of the archeological sites. The alignement eventually chosen ("L^6" & "L^7" combination) reduces the archeological salvage considerabley, and even though it adds one more structure crossing of the river and will require widening the existing structure at station 1580, the cost of this revision is not out of line. In fact when you offset the additional cost of this revised alignement with the savings from the reduced cost of the archeological salvage it is about the same or slightly cheaper than the original proposal. The revised alternative has better horizontal alignement, one 3^{o} curve and one 6^{o} curve as opposed to one 8^{o} and one 2^{o} curve on the original. The vertical alignement remained good in either alignement. The new alignement didnot add any additional relocations to the project. Also the revised line eliminated approximately 86,860 C.Y. of excavation and in turn reduced our total waste by the same amount.

The revised alignement begins at sta. "L^6" 1560+22.55 PCS equals "L^3" 1560+22.55 P.O.C. It remains "L^6" from this station to 1562+42.55 P.T. where it equates to the "L^7" (constr) line at the same station ("L^7" 1562+42.55 P.O.T. Ah.) and remains "L^7" to sta. 1590+65.51 P.T. Bk. and it equates to the original "L^3" line here at sta. 1593+82.36 P.OT. Ah.

It should also be pointed out the original "L" -Red line is now eliminated and has been since the hearing several years ago, so all reference to or data for the original Red "L" line should be discarded.

This project was reviewed May 11, 1982 by JIm Gix, regional constr. eng'r., Wally Bryant, F.H.W.A., and myself, consequently the project is being shipped directly to Location Section in Salem, rather than through the Region Office.

STANDARDS

There are no changes in the standards from the original 1977 submittal.

TYPICAL SECTIONS

The new Oct. 1980 surfacing design from John Scofield calls for the following;

1½ inches future - final asphalt concrete surface
4 inches class B " " wearing surgace
13 inches cement treated base

5-7-82 OK'd

J

The new profile for the revised line does reflect this, however the original, unrevised part still shows the earlier, preliminary base design and will have to be revised.

The B.L.M. Signal Tree Lookout access road surfacing has not changed, except I do recommend an approach width of 24ft. at the intersection for a length of apprs. 70 feet, then taper at down to top width of 12 feet.

Copy of a letter from B.L.M. dated 7/1/75 enclosed in location data.

HORIZONTAL ALIGNEMENT

No change from the 1977 submittal other than the "L^2", "L^5", "L^3", "L^6" and "L^7" combination line has been field run and staked.

VERTICAL ALIGNEMENT

No change from the 1977 original except for a new grade and profile for the revised alignement ("L^6" & "L^7").

WASTE

Since there was considerable less total excavation and waste from the revised alignement, I reproportioned the waste yardage in the two designated waste sites. The westerly site from sta. 1519 to 1526 now has apprx. 55,170 C.Y. and the primary site at sta. 1544 to 1551 now only has apprx. 77,900 C.Y. If additional material (excavation and slides) comes out of the project, I recommend the additional material be placed in this primary site, sta. 1544 to 1551. I have also proposed some waste material be placed from sta. 1551 to 1563, however we will not need to obtain a temporary easement for waste through the Smith property (northerly of centerline sta.1558 to 1563) as we can now eliminate this waste site.

As previously mentioned in my 1977 narrative, pg. 8, the waste at sta. 1544 to 1551 should be graded flat so it can be used by the State Maintenance crews as a stockpile site. Also, as mentioned on pg. 9, 1977 narrative the outer 3- 4 feet of this waste site should be rock or primarily rocky material to protect the bank from possible high water from the river. Currently the heavy brush line along this area keeps the majority of the area free from the river erosion and if it is left in place, it should work in the future. However, we should have a surplus of rocky material, and it might as well be placed here. I do not recommend extra payment for this, nor is it included in the rock slope protection quantities.

MATERIALS

The combination "L^2", "L^5", "L^3", "L^6" and "L^7" alignement now has a total of 327, 133 C.Y. of general exc., 14,595 C.Y. of embankment foundation exc. and 32,590 C.Y. of rock slope protection, Type 2. As mentioned in 1977 narrative, the rock slope protection materials is to still come form the project cuts.

The proposed cut slopes, benches, etc., are the same as mentioned in 1977 narrative and modified by a letter to W.H. Wakerlig, dated 5/10/79 (copy attached).

The material sources mentioned in 1977 are still recommended. These are private quarry sites.

We have prepared all new mass diagrams for both the general excavation - embankment foundation exc. and rock slope protection. The same shrink - swell guide lines as 1977 were used.

We also intend to drill the deep cut through sta. "L^7" 1571 but weather has not yet permitted it, however it should be done by mid June. This will verify or possibly modify our cut slope design through this cut.

RIGHT OF WAY AND ABANDONMENTS

The existing Coquille river bridge at sta. 1580 will now be widened and used. We also will not need to reconstruct Mike Smiths acces road opp. "L^3" 1564 to 1572; also his new access road up to his residence has been constructed by Smith and will require only reconnection to our new alignement as any other access.

A new connection to Westside road has also been designed from the revised alignement.

All other comments in the 1977 narrative are still appropriate.

STRUCTURES

The project now calls for eight new structure crossings of the middle fork of the Coquille river; one new structure crossing of Holmes creek and the existing structure over the river at sta. 1580 will be widened and modified on the upstream side. Vicinity maps for all but the 2 new structures and the modified existing one were previously completedand submitted. The vicinity maps for the 2 new crossings and the existing structure are completed and we are holding them in our office until the foundation exploration drilling is completed so we can place that data on the maps. Projected date to complete the foundation drilling is early June.

We have proposed a somewhat larger R.C.B.C. for Days creek than we did in 1977. Our new hydraulic study of the area indicated a larger drainage basin than originally thought.

DRAINAGE

Hydraulic studies were made of all the proposed culverts and sizes picked accordingly. We also had higher, highwater elevations this past winter along the Middle Fork than earlier reported data. See the bridge vicinity maps and detail map for new elevations. It was close to 3 feet higher this past winter than previous 1976 highs at the existing structure at 1580 (along Westside Road). It was somewhat less downstream. It did not top the existing wood structure over Holmes cr. and was up to apprx. elev. 1093.7 opposite sta. 1555 and 18 inches to 24 inches over the top of the pavement opposite sta. 1551+75. Our original design for grade and rock slope protection elevations, however had enough safety factor added to be safe, so the grades as submitted both earlier and now are adequate. I believe the highwater we experienced this past winter along the Middle Fork was at least a 25 year flood and quite possibly approached a 50 year.

We did not include filter cloth in our drain pipe design, but I do recommend it be added to all proposed drain pipe. Also our 1977 design called for inlets at the inlet end of nearly all our culverts. I would recommend a close look be given these again and eliminate as many of the inlets as possible and use sloped ends instead. The inlets placed on the Slater Cr. - Mystic Cr. project have been prone to plug during heavy run offs, in many cases.

STAGE CONSTRUCTION

Stage construction and detour details have been revised or modified through the alignement change only (see cross sections or detail map). The new connection to Westside road should now be able to be constructed without any closures to the county road.

UTILITIES

The utility conflicts remain approx. the same as mentioned in 1977, 13 poles in conflict, of which 6 appear to be reimbursable. These belong to Douglas Electric Coop. Pacific Northwest Bell will have some minor locations of buried cable in conflict and the cable attached to the existing Middle Fork bridge will be in conflict.

SPECIAL PROVISIONS

Please see special provisons pad 1982.

GENERAL NOTES and MISC.

It may pay to think about approaching B.L.M. on the idea of permitting the contractor on this project (or to allow the State) to construct a haul road along the south bank on the river for the movement of earthwork and materials between sta. 1491 and 1514. By adding one more ownership east of this we could build a haul road up to sta. 1531+50. This would certainly simplify the construction of the portions southerly of the river and eliminate all but possibly 2 temporary stream crossings. There is already a skid road along the south side of the river through much of this area, also our Geology section drilled the foundations for the bridges through this area with only one river crossing close to signal tree access. I will do further checking on this and stake a possible haul route and go over with B.L.M. Will further advise on this.

WORK TIME RESTRICTIONS

I have not had recent contact with the Coos Bay office of the Fish Commission as to restrictions of dates work can be done in the steam, however I am sure they will still take the stand taken earlier - no work from Sept. 15 to June 15. I will make a renewed effort to get them to modify this restriction in a meeting I will have with them in the very near future. I will advise you of the results of that meeting.

SOILS

A supplemental soils report will be sent by our Geology section along with their report about the new bridge foundation drilling reports.

M.G. Havig

M.G. Havig
Proj. Mg'r.

cc: Region

Mystic Crk Camas Valley
Coos Bay - Roseburg Hwy.

10-7-82
Getty

Slope recommendations from Ed Johnsen -
He worked these out with Region 3 people -

10-6-82

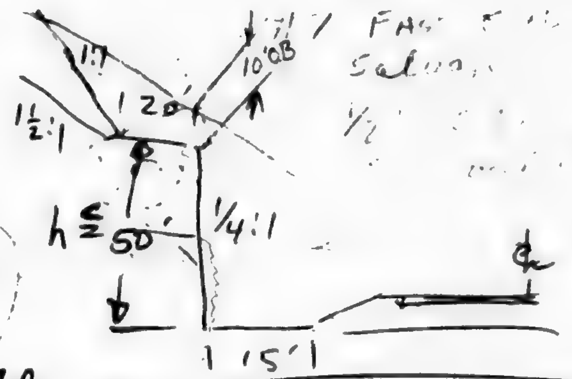
Cuts. 0-10' 2:1

10+' 0-10' Variable 1:1 to 1½:1, Nominal ~~1½:1~~ 1:1

20' Horizontal bench.

¼:1 Slope in Rock + Shales.

15' Fall out.



Exceptions

(1) West end cut ≈ 1495 "on soil slope".
Anticipated possible shallow slope failure.
(2) 1504-1507 possible loose Rock-soil slopes. 1½:1
(3) 1515-13 1½:1 sliver cuts in OB.
(4) L^5 1530 Light cut <10' (undermine SS Boulders
Possible.]
(5) 1535-1537+50 15' Fallout 1/4:1 Rock (10' Bench) (variance) - 1:1

(6) where slope on down slope is <15' then 1½:1 (Through out)

Hal,
This is what's shown on the plans.

Bob

WEEKLY REPORT

FY(   ), Six Year Program [. $11,180,000   Team Leader Eriksen

PREFIX 10-1946A-905   Designer Bob Gettis

PROJECT Mystic Cr. - Camas Valley   TODAY'S DATE Oct. 8, 198

HIGHWAY Coos Bay-Roseburg (PMS No. 35)   SCHEDULE DATE Mar. '83

COUNTY Douglas   PRELIMINARY PLANS Nov. '82

TYPE OF FUNDS F.A.   % COMPLETE 35

AUTHORIZED FUNDS $10,900,000 (Gaither 9-10-82)   CURRENT EST. $

REVIEWING FUNDS YES [✓ NO]

Data Furnished For:	Date Furnished	Required Yes	Required No
Temp. Prot. & Direct. Traffic		✓	
R/W Descriptions	By other	✓	
Structures		✓	
Illumination			✓
RR Encroachment or PUC			✓
Permanent Signing	9-13-82	✓	
Traffic Signal			✓
Bikeway Quantities		✓	

Comments (Progress, Design Problems, Etc.)

Received slope recommendations from Ed Johnsen (as reviewed with Region) Thursday (10-7).

Looking at possibility of flattening 1st. curve on project to increase design speed from (9°C - 0.10 super rate - 40 MPH) 40 MPH to 45 M.P.H.

Contract Problem (R/W, R.R., Fish or Wildlife, Utilities, Permits, Other Delays, Etc.):

905 Activity	Est.	Used	Bal.	Wk. Ending Date
Designer	[illegible]	28	32	10-8-82
Revisions				
Sign Designer				
Draftsman				
Total				

COMMENTS:

Team Leader: This report by F.E. - Bob is in Memorial Hospital with compound fracture of right foot due to motorcycle accident Saturday. F.E.

Final Design Engineer: A - Fred will farm out some of work to keep job going & provide support for Bridge Sect., ch.

Design Engineer:

Rev. April 198

WEEKLY REPORT

FY(83), Six Year Program .. $11,180,000

Team Leader Eriksen

PREFIX 10-1946A-905

Designer Edwards

PROJECT Mystic Cr.-Camas Valley

TODAY'S DATE 10-22-82

HIGHWAY Coos Bay-Roseburg (PMS No. 35)

SCHEDULE DATE 3-83

COUNTY Douglas

PRELIMINARY PLANS 11-82

TYPE OF FUNDS F.A.

% COMPLETE 37%

AUTHORIZED FUNDS $10,900,000

CURRENT EST. $

REVIEWING FUNDS YES [✓ NO]

Data Furnished For:	Date Furnished	Required Yes	Required No
Temp. Prot. & Direct. Traffic		✓	
R/W Descriptions	By others	✓	
Structures		✓	
Illumination			✓
RR Encroachment or PUC			✓
Permanent Signing	9-13-82	✓	
Traffic Signal			✓
Bikeway Quantities		✓	

Comments (Progress, Design Problems, Etc.)

Working on revision of 9° curve. Keller plotting new slopes per Ed Johnsen's recommendations.

905 Activity	Est.	Used	Bal.	Wk. Ending Date
Designer	90	33	57	10-22-82
Revisions				
Sign Designer				
Draftsman				
Total				

Contract Problem (R/W, R.R., Fish or Wildlife, Utilities, Permits, Other Delays, Etc.):

COMMENTS:

Team Leader: Two Designers on project most of the week. Bridge Designer's also working on structures, 7.E.

Final Design Engineer:

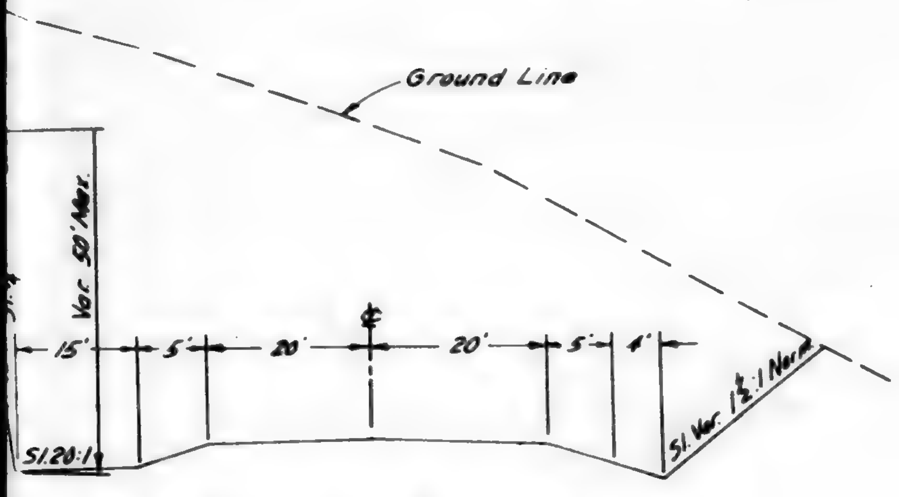
Design Engineer:

Rev. April 198

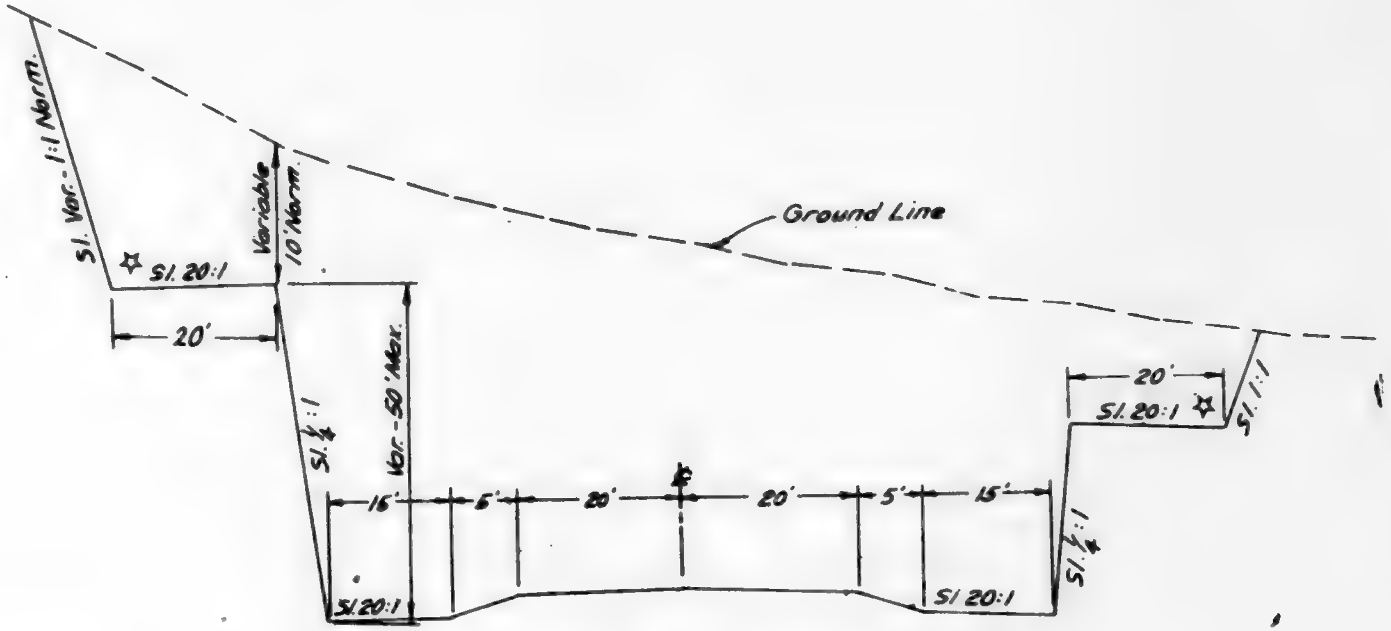
MYSTIC C COOS BA D	
FED. ROAD DIV. No.	
10	ORE

CUT BENCH DETAILS (PROJECT PLANS)

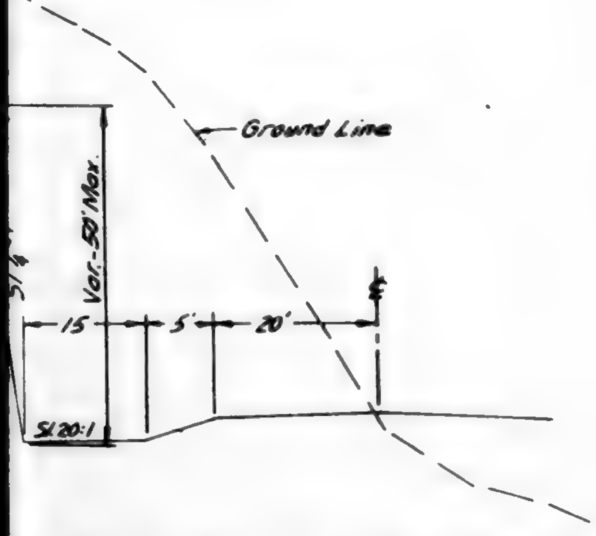
☆ Const. Access Road To All Benches
Min. Width - 12'
Max. Grade - 20%
(Earthwork Incl. In Rdwy. Distr.)


Ground Line
Var. 50' Max.
15'
5'
20'
℄
20'
5'
4'
Sl. 20:1
Sl. Var. 1½:1 Norm.

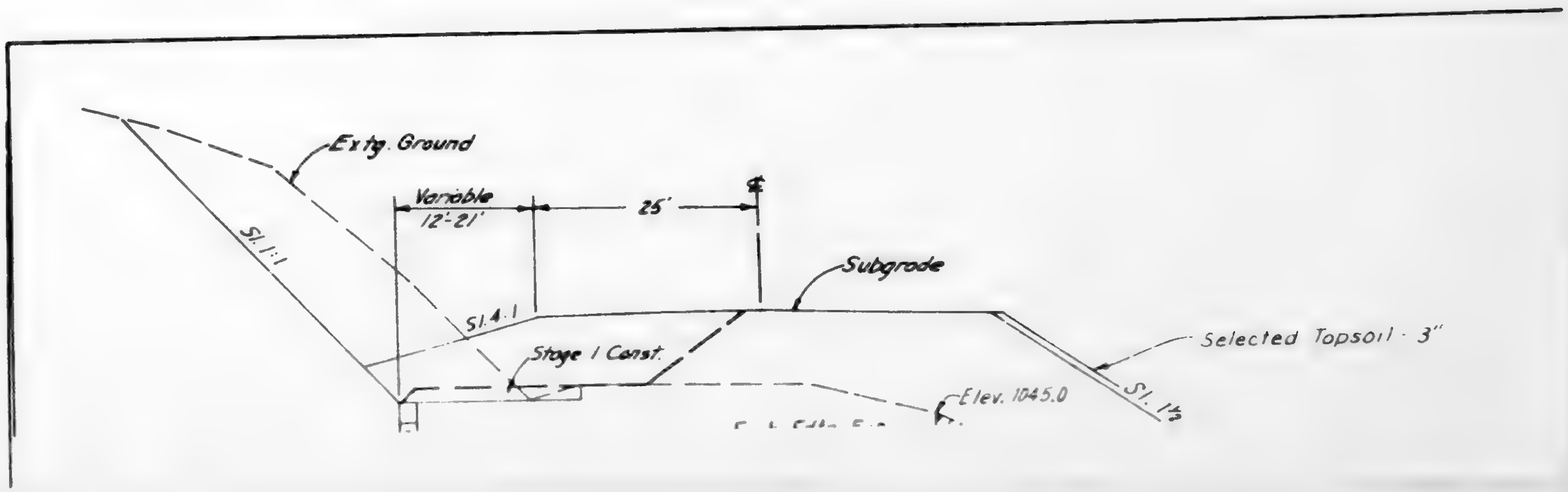
STA. 1521 + 00 To STA. 1522 + 50
1525 + 50 To 1526 + 00
*1535 + 50 To 1537 + 50
1540 + 50 To 1543 + 50
1545 + 50 To 1548 + 00
1550 + 00 To 1551 + 50
1568 + 50 To 1569 + 00


Sl. Var. - 1:1 Norm.
Variable
10' Norm.
☆ Sl. 20:1
20'
Ground Line
Sl. ¼:1
Var. - 50' Max.
16'
5'
20'
℄
20'
5'
15'
Sl. 20:1
Sl. 20:1
20'
Sl. 20:1 ☆
Sl. 1:1
Sl. ¼:1

STA. 1522 + 50 To STA. 1525 + 50
1548 + 00 To 1550 + 00
1569 + 00 To 1572 + 50

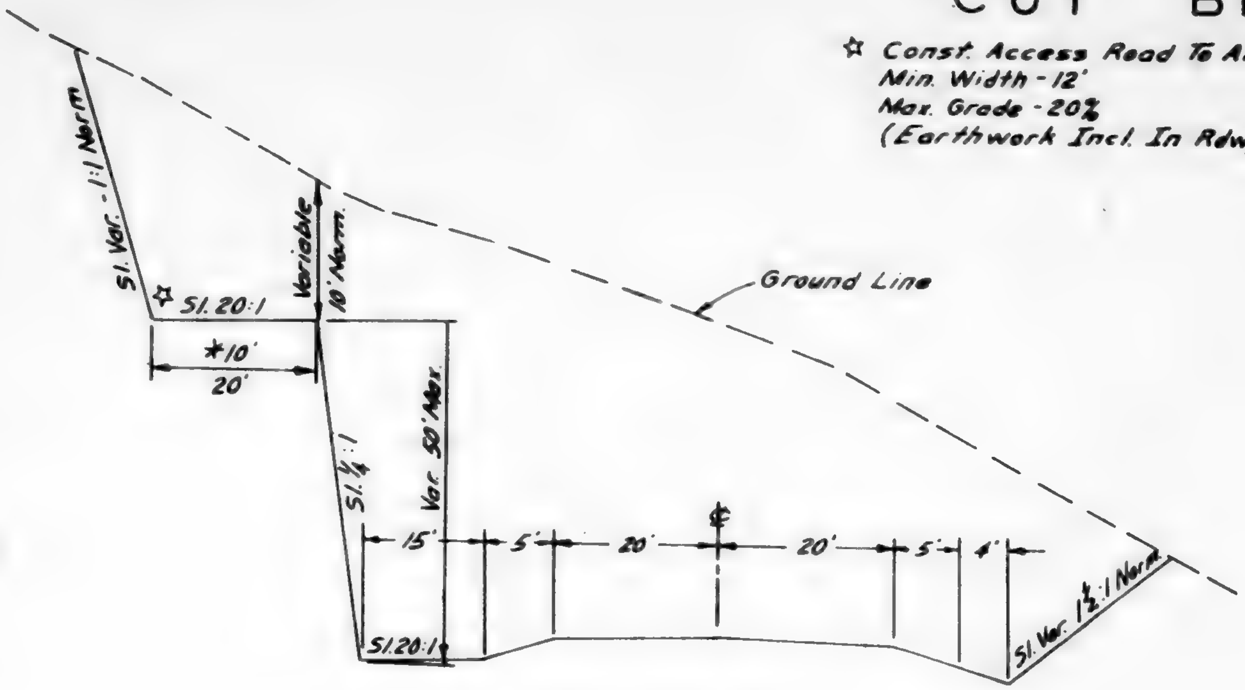

Ground Line
Var. - 50' Max.
Sl. ¼
15'
5'
20'
℄
Sl. 20:1

A. 1507 + 50 To STA. 1508 + 75, Lt
1568 + 00 To 1568 + 50, Rt.
1572 + 50 To 1573 + 00, Rt.

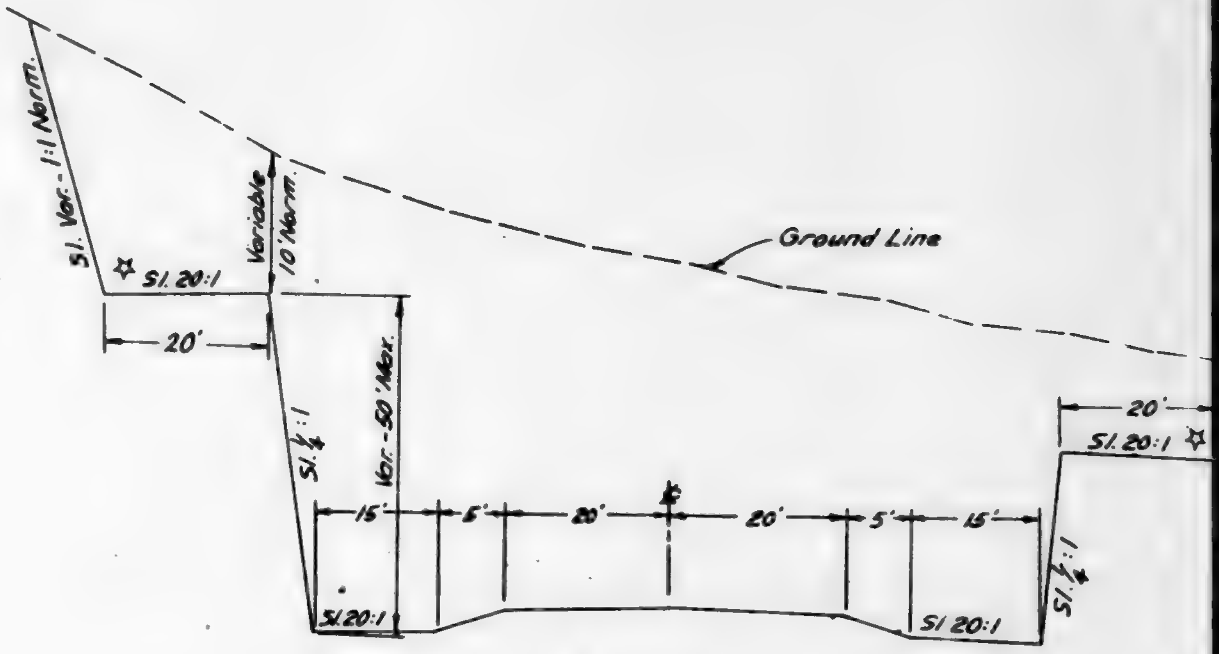

Extg. Ground
Variable
12' - 21'
25'
℄
Subgrade
Sl. 1:1
Sl. 4:1
Stage 1 Const.
Selected Topsoil - 3"
Elev. 1045.0
Sl. 1½

CUT BENCH DETAILS (PROJECT [illegible])

☆ Const. Access Road To All Benches
Min. Width - 12'
Max. Grade - 20%
(Earthwork Incl. In Rdwy. Distr.)


Sl. Var.-1:1 Norm.
☆ Sl. 20:1
*10'
20'
Variable
10' Norm.
Ground Line
Sl. ¼:1
Var. 50' Max.
15'
5'
20'
℄
20'
5'
4'
Sl. 20:1
Sl. Var. 1½:1 Norm.

STA. 1521+00 To STA. 1522+50
1525+50 To 1526+00
*1535+50 To 1537+50
1540+50 To 1543+50
1545+50 To 1548+00
1550+00 To 1551+50
1568+50 To 1569+00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Variable
10' Norm.
Ground Line
Sl. ¼:1
Var.-50' Max.
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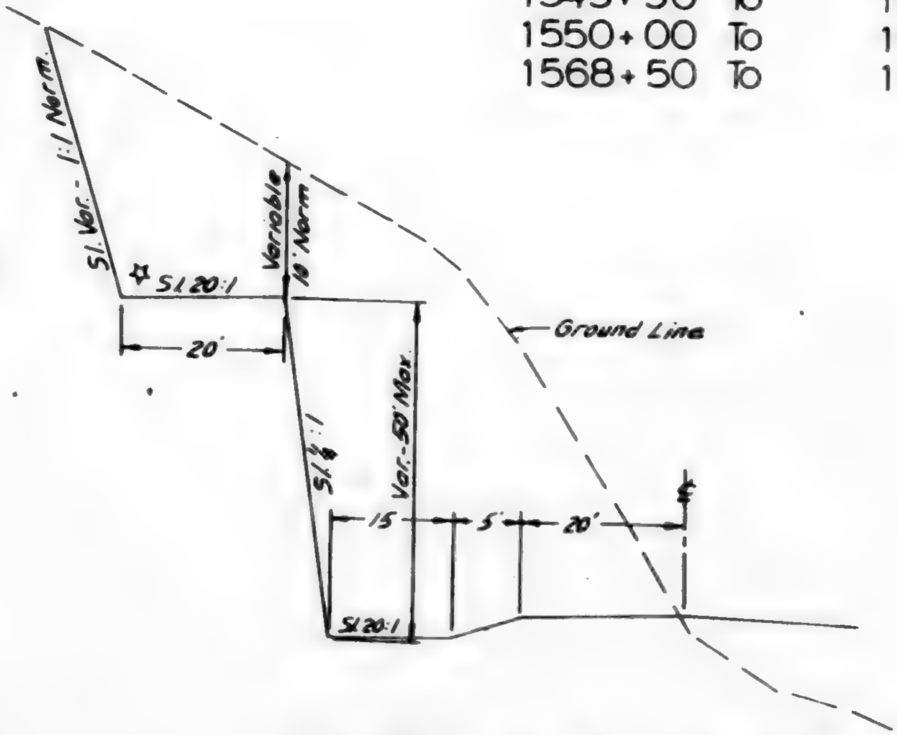
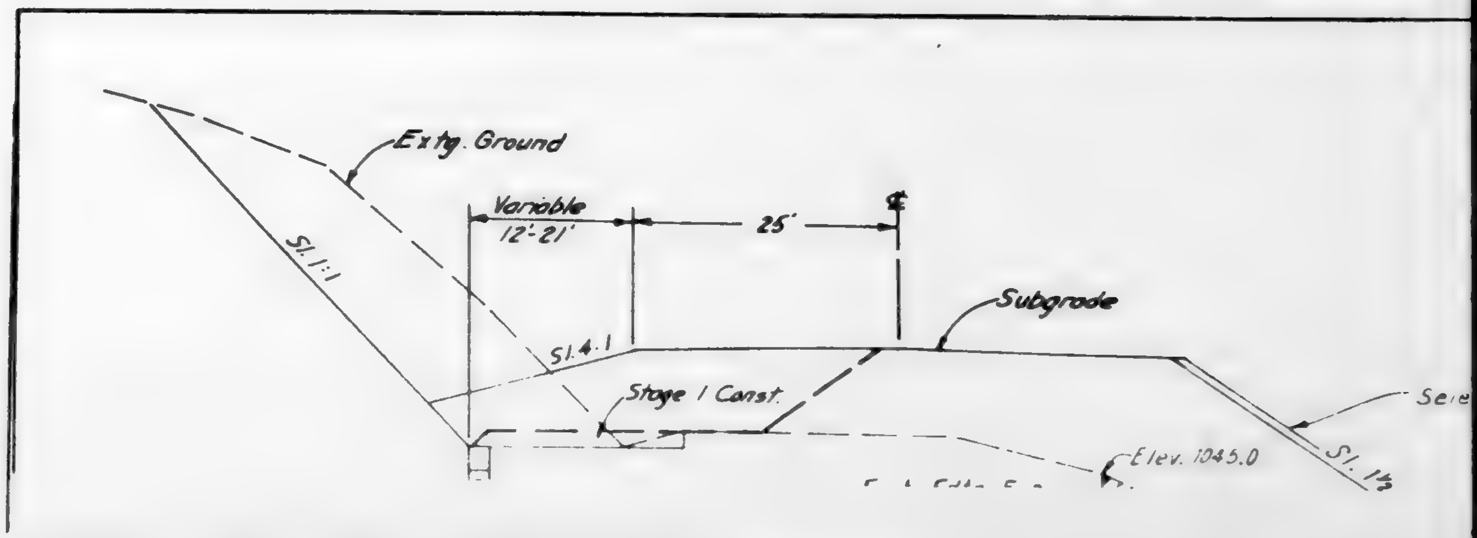
20'
5'
15'
Sl. 20:1
Sl. 20:1
20'
Sl. 20:1 ☆
Sl. ¼:1

STA. 1522+50 To STA. 1525+50
1548+00 To 1550+00
1569+00 To 1572+50


Sl. Var.-1:1 Norm.
☆ Sl. 20:1
20'
Variable
10' Norm.
Ground Line
Sl. ¼:1
Var.-50' Max.
15
5'
20'
℄
Sl. 20:1

STA 1507+50 To STA. 1508+75, Lt.
1568+00 To 1568+50, Rt.
1572+50 To 1573+00, Rt.


Extg. Ground
Sl. 1:1
Variable 12'-21'
25'
℄
Subgrade
Sl. 4:1
Stage 1 Const.
Elev. 1045.0
Sl. 1½
Sele

9633

December 22, 1981

The Honorable Mark O. Hatfield
United States Senator
114 Pioneer Courthouse
Portland, OR 97204

Dear Mark:

This letter is in response to your request for information on the deletion of Highway 42 work from the Division's Six-Year Highway Improvement Program. Mr. E. P. McKean-Smith wrote to you about this matter on October 26.

Our Preliminary Program, which the Transportation Commission took to a series of 18 statewide public meetings in October and November, showed two major improvements on Highway 42 as "deleted". They were among $125 million worth of projects in the current program which the Commision found it could not finance. With our emphasis on preservation work, most of the deleted projects were the costly modernization improvements.

During the public meetings, significant support was voiced for the Highway 42 projects. As a result of this input, the Commission reinstated the project between Mystic Creek and Camas Valley, which will cost about $11.2 million for 2.6 miles of improved alignment. The second project from Camas Valley to Shields Creek will not be included for construction during the next six year period, but preliminary engineering work will continue to prepare final plans.

Shortfalls in our projected state and federal revenues were the prime reason for deleting projects from the program. Passage of Ballot Measure 4 next May will certainly improve that revenue picture at the state level and enable the Commission to possibly reinstate some of these deferred projects. Your help at the federal level to increase revenue for highway improvements in Oregon has certainly been appreciated, but the level of federal participation in the highway program continues to dwindle as inflation erodes our construction dollars. The funding level for the Primary Highway Progam in S 1024 (Amended) is not adequate in the initial years and increases little over the period covered by the bill.

The highway construction program has a major impact on Oregon's employment levels both directly and indirectly. Last year we paid out over $200 million for construction related activities. In addition, the condition of the major arterials impact the economic development of many depressed areas of the state. Coos Bay is but one we heard about at our public meetings.

I can appreciate Mr. McKean-Smith's concerns and frustrations, but there is little that the Commission can do without adequate financial support. As you know, Oregon voters have continually defeated the revenue measures needed to preserve and improve our state highways. After crying wolf these last few years, I am afraid that it is now at our door.

I hope this letter has provided you enough information to answer Mr. McKean-Smith's inquiry.

Sincerely,

H. S. Coulter, P.E.
State Highway Engineer

SHM:bkc 1b

bc: Alfred Shirley, Jr.
D. H. Moehring

NOV 0 2 1981

587 North Elliott Street
Coquille, Oregon 97423

October 26, 1981

The Honorable Mark O. Hatfield
United States Senate
463 Russell Building
Washington, D. C. 20510

Dear Senator Hatfield:

Thank you for your reply to my phone call to your Salem office. Sorry you lost on the tobacco matter but it appears you may make it on the missile and AWAC proposals. If only we could halt the manufacture of arms and armaments by everybody and prevent ot prohibit the shipment of those inexistence to anybody, we might have a solution as how to stop the arms race. It won't happen because of evil men and the greed for profits by munition makers. But this letter is not about that.

People in Coos County are incensed that two construction projects on Highway 42 located in Douglas County have been deleted from the State Highway 6 Year Plan. You know all about the Highway 42 program and no doubt remember that after a concentrated effort by women in this area, plans to improve this road was given the green light. Twenty-five years ago the people of the State of Oregon voted a bond issue to build the Astoria Bridge and to improve Highway 42. The bridge took more ~~more~~ money than was estimated and the highway suffered since money for it, or some of it, went to complete the bridge. At least the highway should have been given top priority until it was completed improved. To delete it is unacceptable and is breaking faith with those voters in Oregon who twenty-five years ago wanted the improvements for that highway.

The highway is vital to the economic well-being of this county. There is no use spending millions to dredge the river and bay to make an excellent port if there is not a first class artery from that port to the interior and I-5.

I suggest you use your influence to do what you can to focus attention on our problems here. Use rather than need has been a criteria in the past when spending money on roads. We need that highway. We hope you can help us.

* * *

Your letter to me dated July 24, 1981 prompts me to tell you that one does not enter the Boston Marathon without having run some others. I started my campaign by running in the 10th Annual Portland Marathon a few weeks ago. I came in fifth in the over 60 category. They did not have an over 70 category. Those 60 year olds were too young for me. I'll do better next year.

Cordial regards, E. P. McKean-Smith 396-7

-9633

8

STATE OF OREGON
Transportation 378-8272

INTEROFFICE MEMO
File No: PLA 16-9

TO: John N. Groupe, Director
Dept. of Economic Development

DATE: December 21, 1981

FROM: Robert E. Royer, Asst. Director
Policy and Planning

SUBJECT: Transportation Activities in Coos County

[illegible]

The operation and maintenance of state highways and parks are continuing activities in Coos County. Both the Highway and Parks Divisions have approximately $800,000 budgeted for fiscal year 1982 for these activities. The Aeronautics Division will maintain the State airports in Coos County as funds permit.

The Transportation Commission is developing the Six Year Highway Improvement Program for 1982-1987 and expects to adopt it on January 19, 1982. The Coos County projects proposed for adoption are shown on the attached list. Also shown is a Douglas County project which has been kept in the program at the request of local officials to help stimulate industrial development and activities in the Port of Coos Bay area. This project is the Mystic Creek-Camas Valley section of the Coos Bay-Roseburg Highway. The estimated cost for all projects includes both state and federal dollars.

The Public Transit Division is contributing $10,000 state and federal dollars to assist the Bay Area Transit District in a public transportation feasibility study. Public Transit Division is contributing about $7,000 in fiscal year 1982 for the taxi-ticket program in Coquille.

Transportation activities are limited by revenue and budget constraints. Coos County's economic plight has been a factor in selecting and scheduling projects in the Six Year Highway Improvement Program. The acceleration of projects or redirection of resources would have to come at the expense of other areas of the state.

RCB:jmy
Attachment
cc: Fred Miller
Scott Coulter
Dave Talbot
Denny Moore
Paul Burket
Dave Moomaw

RECEIVED
STATE HWY ENGR
DEC 21 '81
REFER TO
FOR
Info | Inves | R/D | D R | Sign | Act | File

COOS COUNTY PROJECTS
From the Six Year Highway Improvement Program
1982-1987

Fiscal Year	Highway	Section		Est. Cost ($1,000)
1982	ORE Coast	ORE Coast Hwy @ Flanagan Ave. (Coos Bay)	Sig. Constr.	80
	Cape Arago	Pony Creek Bridge #32254	Structure	560
	Cape Arago	East Entrance to SWOCC	3 ph sig.	70
1983	ORE Coast	ORE Coast Hwy @ North Bay Drive	G-P-Sign	180
	ORE Coast	Glenada-Haynes Incet. Unit 1	Lt.Turns-Pass Ln.	1,360
	Coos Bay-Roseburg	Coos Bay/Roseburg Hwy @ 10th St. (Coquille)	5 ph sig-Widen	120
	Coos Bay-Roseburg	Mystic Creek - Camas Valley	6 ph-Str-Sign	11,180
	Coquille-Bandon	Coquille/Bandon Hwy @ Lampa Cr. Rd.	G-P	390
1984	ORE Coast	Coalbank Slough Bridge #2478	G-P-Str.	6,050
		SPRR Xing at Mullen St. (Coos Bay)	RR Sigs-Gates	70
1986	ORE Coast	ORE Coast Hwy @ Oregon Ave. (Bandon)	G-P-Lt.Turn	150
	Coquille-Bandon	Coquille River Birdge (Coquille) #598	G-P-Str.	4,040
	Cape Arago	South Slough Bridge #1940	G-P-Str.	7,200
1987	ORE Coast	Glenada-Hayes Incet. Unit 2	Lt.Turn-Pass Ln.	1,200
		Preliminary Engineering - further development Powers Coquille Route	PE	190

12-21-81

9633

8

EAST-WEST HIGHWAY COMMITTEE
P.O. BOX 647
North Bend, Or. 97459

December 3, 1981

Anthony Yturri
Chairman
Oregon Transportation
Commission
c/o Yturri, Rose & Burnham
P.O. Drawer S
Ontario, Or. 97914

Dear Tony:

You and the Commission should be commended for your reinstating one of the deleted projects on Highway 42. Our Committee met today and viewed the tentative Six-Year Plan with great enthusiasm. "Bud" Shirley, Region 3 Engineer, and Bill Brown of your staff met with the Committee today and showed us where the Mystic Creek to Camas Valley project has been tentatively put back into the Six-Year Plan. You will see a delegation of representatives from this area at your December 15th meeting to show our continuing support.

Bud further pointed out the misinformation that was given by the newspapers, primarily the Oregonian, stating you are taking money from other projects throughout the State to put into Portland area projects. Bud gave us a copy of the letter from Scott Cotler to you explaining this further. We understand it, but it is very unfortunate in view of the gas tax vote due in May, that it was published. It would be my recommendation that there be further publicity from the Department of Transportation rectifying this mistake because the general publics' impression is that Portland is sucking the rest of the State dry. A correction of this misinformation we feel is vital to the passage of the gas tax. We will do our best to help correct that misimpression.

Again, thank you very much for your recognition of the needs of the economic growth centers of Coos Bay, North Bend and Roseburg for adequate Highway links.

We will be working in the future with you and hope for your continued support.

Sincerely,

Andy Nasburg
Andy Nasburg
Co-Chairman

AN/tlj

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12-29

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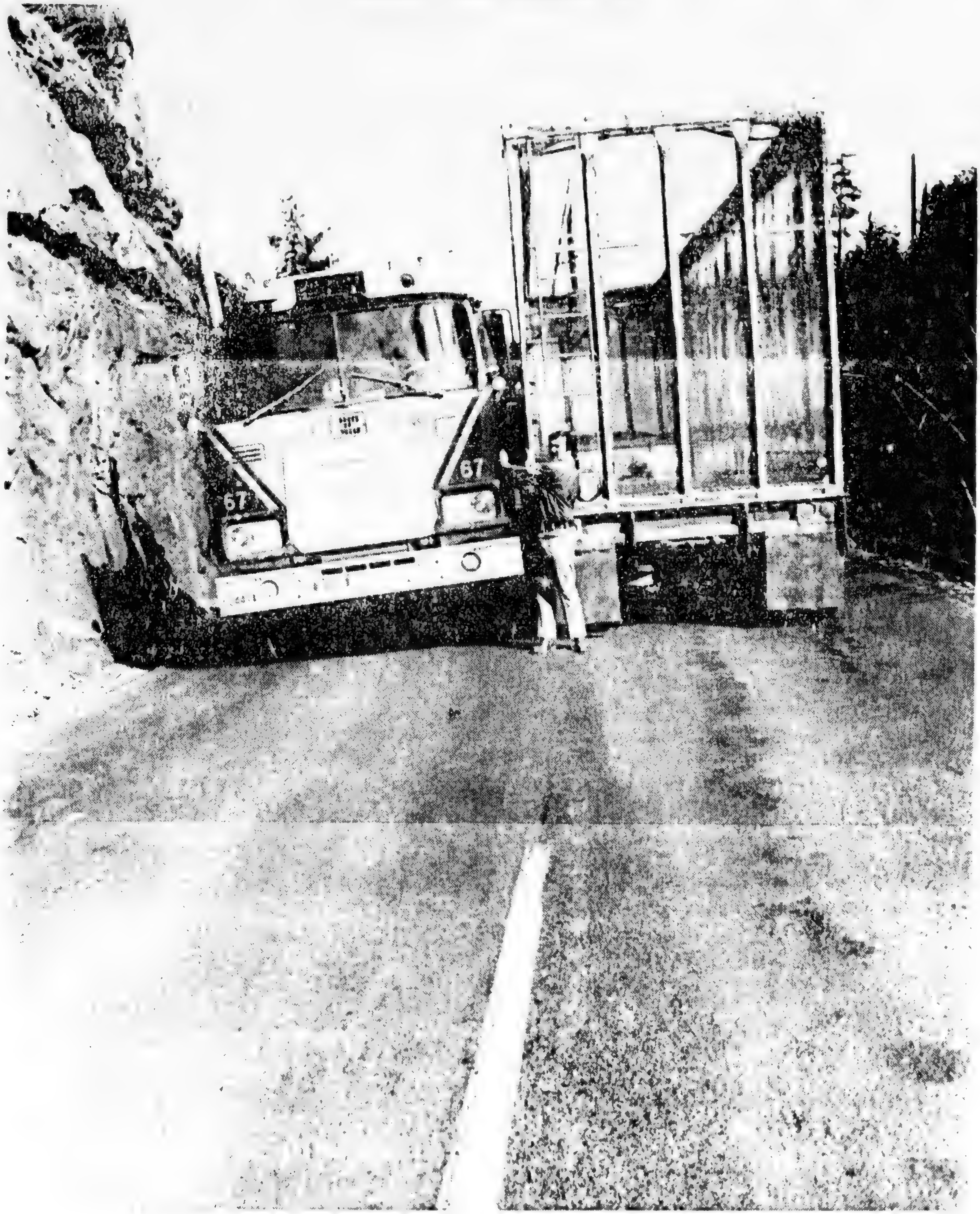
OREGON STATE HIGHWAY 42



9633

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PLA

November 30, 1981

Ms. Karleen Burgett, Secretary
The Democratic Party of Coos County
1757 Milligan
Coos Bay, OR 97420

copy 21-4
CN Bay
Coos Bdg.

Dear Ms. Burgett:

Thank you for your November 10 letter expressing the support of the Coos County Democratic Central Committee for projects on Highway 42. It is my expectation that the Transportation Commission will include a section from Mystic Creek to Camas Valley in the Six-Year Highway Improvement Program.

The high cost of the remaining projects to be done on Highway 42 is the reason for the deferral of a portion of the work. They will remain in a tabulation of desirable projects that would be considered for utilizing any additional revenues the Commission might get.

Your support and interest in the State's highway program is very much appreciated.

Sincerely,

H. S. Coulter, P.E.
State Highway Engineer

SHM:pf md

bcc D. H. Moehring

THE DEMOCRATIC PARTY
OF
Coos County

November 10, 1981

Department of Transportation
135 Transportation Building
Salem, Oregon 97310

Dear Sirs:

On November 2, 1981 at the regular meeting of the Coos County Democratic Central Committee meeting the committee passed unanimously the following resolution:

> The Coos County Democratic Central committee urges the Oregon State Department of Transportation to reinstate the two Highway 42 improvement projects eliminated from the current six year highway improvement plan.

We are thanking you in advance for your cooperation in this matter.

Sincerely yours,

Karleen Burgett

Karleen Burgett
Secretary

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FOR
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Form 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Roseburg, OR

November 3, 1981

FILE:

Send copy to Rulien
RH

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RECEIVED STATE HWY ENGR
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Info

FROM: Neil Flanagan
Right of Way Supervisor

TO: Rod Henry
Assistant Right of Way Manager

SUBJECT: File No: 50675-Smith
Section: Mystic Cr.-Muns Cr.
Highway: Coos Bay-Roseburg
County: Douglas
Project: R.F. 29 (27)

As instructed, I met with Mr. Michael V. Smith on October 29 at about 10:00 AM. The discussion was lengthy, ending about 2:30, covering many subjects but resolving into three basic things:

1. Mr. Smith asks we assure him that if there is ever a question regarding his water right, the State will intervene on his behalf. I completed the forms establishing his water right, he filed them and paid the fee. Correspondence is in our file. I advised Mr. Smith I could not ask to have the Attorney General intervene in a possible legal action on behalf of a private citizen.

2. Mr. Smith wishes to have the tentative alignment established and the additional right of way purchased from him now to end his involvement with the Highway Division. With our additional purchase, he could then "restructure his life and make long-range plans to develop his property for the full use and benefit of his family." He believes he has been disrupted enough, six years, and it is now time to determine what we are going to do and get on with it. I told him the line was still tentative with no decision likely this calendar year and perhaps not for part of next. He feels if we do not complete our transaction, he will be left in limbo for at least another six years and perhaps longer waiting for us to build a project that will require additional right of way from him in an amount yet to be determined at a time we will not set. He believes his use of his remainder property is being denied him by our inaction. We now hold an easement for waste material covering his mill site that effectively precludes his development, we are going to acquire full fee to some of that area and he cannot develop nor use something he cannot identify or place improvements upon.

3. The water system apparently collects silt during the rainy season. Mr. Smith contends the water will not meet DSS requirements. In addition, he feels we will delay relocation of the tank until we let the construction contract, maybe 6 or more years away, thereby leaving his access road in limbo and the water tank on our right of way. Without analysis, I cannot comment on the potability of the water. Since the source is a surface spring, there was some recent logging on the parcel next to his source and some work done by the new owners on the property where his water right is located, the probability of silt certainly exists. There could be some water contamination by organic matter as well. Having drank the water on other occasions, I remember no unsavory taste nor particular cloudiness. I have not tasted the water in over a year nor during the rainy season. Mr. Smith extends his concern to include excessive wear on the two pumps within the system because of the presence of sand and silt in the water and accumulation of sediment within the tanks. I can neither verify nor reject those assertions.

File No: 50675
Page 2
November 3, 1981

During our conversation Mr. Smith indicated he had set in motion an appeal to the U.S. Department of Transportation and was prepared to ask a representative from Washington to investigate the entire relocation. He indicated a reluctance to do so since he knew I would be fired if an investigation were to be made, and his purpose was not to get rid of me but to complete the relocation he feels to be incomplete and to have the Highway Division complete its purchases from him. He does not accept the delay justifications I have given him and indicates he sees no reason to postpone our decision for more than a year after we had told him the design would be studied and a determination made. He says he cannot understand how we can do all the field work we have done, study the alternates we have studied and not be able to get the information we need to make some sort of a definitive decision.

Mr. Smith indicates he is in close communication with Representative Bill Markham and has been assured whatever support might be necessary from his Representative is available. I do not doubt the contact has been made. Additional promises of litigation if we do not correct the water system are made with his assurance of victory, although at the expense of my job.

Recommendations:

1. Either study the line for a design decision or stop studying it. If the project is off the 6 year plan or at the very end, tell Mr. Smith we will not have a decision for at least 5 years, we are sorry to have kept him in his uncertain position for so long, but we could not do otherwise.

2. If we are indeed to delay the project for 4 or more years, release the temporary easement. Advise Mr. Smith to develop his property and we will address the circumstance if we ever do decide to improve the highway section.

3. Advise Mr. Smith we will have his water tested and the system examined. If a correction by us on the part of the system we have installed is needed, we will make it. If the correction is not on the part we have installed, we can tell him the results of our examination but will not do the work.

11-5-81
WATER TEST
HAS BEEN
OFFERED

4. Assure Mr. Smith that if the project is to be delayed as shown on the 6 year plan or if construction is not scheduled prior to June 1, 1983, we will do the road reconstruction and water tank relocation during June or July 1982. If the silting problem is ours, we will correct it when we move the tank.

5. I have no recommendation on what to do if the location is finalled and we need additional right of way from Mr. Smith. I would like to shorten my contact with him as much as can be arranged, but would not want to get back in a position requiring purchase of right of way a third time if the design were to change.

I did not tell Mr. Smith we would do anything. He will not accept anything I tell him if I had. I suggest a strong statement of position from Mr. Rulien.

NF:sgp
cc: Alfred Shirley

County of Coos
BOARD OF COMMISSIONERS
COOS COUNTY COURTHOUSE
COQUILLE, OREGON 97423
Phone: 396-3121

R. A. "Bob" Emmett
Jack L. Beebe, Sr.
Ed "Doc" Stevenson

8

October 16, 1981

Alfred "Bud" Shirley, Jr.
Regional Engineer
Region 3 Office
1523 S E Cobb St.
Roseburg, Oregon 97470

Dear Mr. Shirley,

We would like to express to you and the Transportation Commission, our deep concerns for the survival of the economy of the South Coast and our dissatisfaction with the decision of the Commission to delete two sections of Highway 42 from the six year Highway Improvement Plan: 2.6 miles from Mystic Creek to Camas Valley and 7.1 miles from Camas Valley to Shields Creek.

The survival of the South Coast's economy desperately depends on a good transportation system.

We urge you to consider the reinstatement of these two sections to the six year Plan, when you deliberate towards a final decision in December.

Highway 42 is the lifeline to this part of the state and without a good transportation system to I-5, from this area, prospects for a healthy economy are diminished.

BOARD OF COMMISSIONERS

Robert Emmett
Chairman

Jack L. Beebe
Commissioner

Doc Stevenson
Commissioner

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BOC/rc

cc:

N.B.Guistina
Fred B. Klaboe
Anthony Yturri
Tom Walsh
Peter J. Brix
Gordon Coleman
Michael P. Hollern

Ap. 3

October 7, 1981 ROW

Mr. Michael Smith
Route 1 Box 150
Camas Valley, OR 97416

Dear Mr. Smith:

SUBJECT: File 50675
Mystic Creek-Camas Valley Unit
Mystic Creek-Muns Creek Section
Coos Bay-Roseburg Highway
Douglas County

You phoned yesterday (October 6) and requested a letter concerning the status of our right-of-way acquisitions from you. As we discussed, the Highway Division has prepared a preliminary Six-Year Highway Improvement Program which will be discussed at a series of 18 meetings statewide during the next month or so.

The Transportation Commission will consider the information it receives at the various meetings and develop a program which will probably be adopted in December. At that time, we will be in a better position to know the timing for the Mystic Creek-Camas Valley project. Until then, the letter to you from Scott Coulter dated March 17 (copy attached), is still valid.

In addition, you asked about the status of the piece of your property on which we have an easement for disposal of excess materials from the job. If we find that the Mystic Creek-Camas Valley project remains off the Six-Year Program, then it will be my recommendation that we give up our easement. However, that decision should await the final program.

You also raised what appears to me to be a new issue--that is, the quality of your water. Our Right of Way Section has asked Neil Flanagan to report on that matter. We will be able to respond to your question when the report is received.

Sincerely,

L. W. Rulien, Executive Assistant
to the State Highway Engineer

LWR:lb
Att.
cc J. B. Boyd
Alfred Shirley, Jr.
Neil Flanagan

March 17, 1981

Mr. Michael Smith
Route 1 Box 150
Camas Valley, OR 97416

Dear Mr. Smith:

Subject: File 50675
Mystic Creek-Muns Creek Section
Coos Bay-Roseburg Highway
Douglas County

I have reviewed the current status of the Mystic Creek-Camas Valley project in an attempt to give you the most current information available regarding the future use of the right-of-way adjoining your property. Unfortunately, the plans for this section are very uncertain. We have two major problems to resolve before making a firm commitment regarding the future use of the right-of-way.

As you are aware, an archaeological site has been identified that may require a revision in the right-of-way in the vicinity of your property. The Location Section is studying this problem and will not have a decision for at least two months.

Even after the possible alignment change is resolved, we still have the uncertainty of the construction date because of funding problems at both the State and Federal level. The lack of available funds could possibly delay construction of the project several years.

Because of these uncertain conditions, I suggest that you continue to operate your property under the following conditions:

Road: The access road to your property is usable in its present location and you are authorized to use it at least until a decision can be made regarding its relocation. Any costs incurred in moving the road will be the sole responsibility of the Highway Division.

Water Tank: Until a decision is made concerning the relocation of the tank, you are authorized to use State Highway right-of-way to operate and maintain the water tank.

You are also authorized to construct a protective covering over the tank. The Highway Division will be responsible for all necessary costs required to relocate the tank once a decision has been made concerning future right-of-way needs.

Timber: There are several alternatives for removing the timber you reserved during right-of-way negotiations. I believe it would be better to handle this matter by negotiations at the regional level. Neil Flanagan is authorized to negotiate a reasonable settlement concerning the removal of the timber, and he has been instructed to contact you in order to work out the details.

The rights to use the road and water tank are rights that relate to your land and would be binding on the State even if the lands are sold or transferred.

This proposal not only protects your rights, but also gives the Highway Division sufficient time to adequately analyze the right-of-way requirements for the project. I hope this proposal meets with your satisfaction.

Sincerely,

H. S. Coulter
State Highway Engineer

RH:jh lb

bc Alfred Shirley, Jr.
Neil Flanagan
J. B. Boyd

3-5-81
2:10 p.m.

NOTED
H. S. COULIER

Scott:

Mr. Smith, Camas Valley phoned and would like you to call after your meeting breaks up. (445-2811)

I explained that you were in an all-day meeting with your Region Engineers. He asked if Bud Shirley was up here, and I said yes. He seemed to think you might want to phone him while Bud was here.

Neil Flannagan told him there was a meeting today about realignment, and he felt he was being given the run-around down there.

He wants to know whether or not there will be a realignment, and if not, what are you going to do about the problem?

R/W is drafting memo re Smith's [illegible] for my signature
HSC

3 11-81

12-1-80

MYSTIC CR. - CAMAS VALLEY

HAL:

THE SIX YEAR PROGRAM FOR '80-85 INDICATED CONST COST OF $6.2 MILLION WHICH DID NOT INCLUDE THE COST OF ARCHEOLOGICAL SALVAGE. VARIOUS ESTIMATES HAVE PLACED THIS COST IN THE RANGE OF $1.0 MILLION MORE OR LESS. THE CORRECTED 1980 COST IS THEN $7.2 MILLION UPDATE TO 1981 WITH 13% INFLATION BRINGS COST TO $8.1 MILLION AND TO 1982 COSTS OF $9.1 MILLION.

THE DRAFTING ROOM GAVE AN ESTIMATE OF $9.8 MILLION AS THE CURRENT ESTIMATE IN 1981. THIS ESTIMATE WAS INFLATED BY 13% TO 1982 COST OF $11.1 MILLION. AND IS SHOWN AS $11,180,000 IN THE TENATIVE 1982-87 PROGRAM.

THE ATTACHED DETAILED ESTIMATE SUPPORTS THE 1981 COSTS OF $9.8 MILLION.

Geo. [illegible]

L2-L5-L3 PROPOSAL #2)

DICK LEU

LOCATION COST ESTIMATE AND QUANTITY SUMMARY "L2-L5-L3" Line

SECTION Mystic Cr. - Muns Cr. UNIT Mystic Cr. - Camas Valley (1981 Prices) Sheet 1 of 6

HIGHWAY Coos Bay - Roseburg PREFIX 10-1946-901 COUNTY Douglas

ITEM No.	SPEC. No.	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	UNIT COST	AMOUNT
1		Furnishing Field Laboratory	Each	1	All	3500.00
2		Inc. str. Mobilization (9%) (~~5%~~ of total)	All	All		402,461
3		Temporary Protection and Direction of Traffic (3%)	All	All		134,154
4		Temporary Signs	Sq. Ft.	776	6.00	4656
5		Flagmen "C"	Hour	6.500	25.00	162,500
6		Clearing and Grubbing	All	All		142,550
7		Removal of Structures and Obstructions	All	All		10,000
8		Ditch Excavation	Cu. Yd.	494	10.00	4940
9		Embankment Foundation Excavation	Cu. Yd.	9.531	5.00	49155
10		General Excavation	Cu. Yd.	413.991	6.00	2483946

RECEIVED
COST ANALYSIS
DEC 1 1980
☐ CE ☐ CES ☐ CRS ☐ CT

LOCATION COST ESTIMATE AND QUANTITY SUMMARY "L2", "L5" & "L3" L

SECTION Mystic Creek - Muns Creek UNIT Mystic Creek - Camas Valley Sheet 2 of 6

HIGHWAY Coos Bay - Roseburg PREFIX 10-1946-901 COUNTY Douglas

ITEM No.	SPEC. No.	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	UNIT COST	AMOUNT
11		Extra for Rock Slope Protection (Type 2)	Cu. Yd.	24943	3.00	74,829
12		Overhaul	"C"Yd.Sta	32,201	1.00	32,201
13		Trench Excavation	Cu. Yd.	1,079	10.00	10,790
14		Finishing Roadbed and Slopes	~~All~~ Mi	1.97	5000.00	9,850
15		Obliteration of Old Roadway	Sq. Yd.	9,243	1.50	13,865
16		Watering	M-Gal.	519	10.00	5,190
17		Structure Excavation for Box Culvert NONE	Cu. Yd.	94		0
18		1 - 0" Aggregate Base	Ton	8993	10.00	89,930
19		~~Aggregate Shoulder Material~~	~~Ton~~			
20		Cement Treated Base Mixture	Ton	33,928	14.00	474992
21		Portland Cement in C.T.B. Mixture 72.50 10.00 17.50 100.00	Ton	1,866	101.00	188466
22		Asphalt in Seal	Ton	64	250.00	16,000
23		Class "B" Asphalt Concrete Mixture	Ton	12,862	17.00	218,654
24		Asphalt Cement in Mixture 190 21.5%	Ton	885	217.00	192045

LOCATION COST ESTIMATE AND QUANTITY SUMMARY L_2, L_5, & L_3 L_1

SECTION Mystic Creek - Muns Creek UNIT Mystic Creek - Camas Valley Sheet 3 of 6

HIGHWAY Coos Bay - Roseburg PREFIX 10-1946-901 COUNTY Douglas

ITEM No.	SPEC. No.	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	UNIT COST	AMOUNT
25	504	Class A Concrete in Box Culvert None	Cu. Yd.	40	230^{00}	0
26	5050160	Reinforcement in Box Culvert None	Lbs.	5274	0^{60}	0
27		8" Culvert Pipe	Lin.Ft.	733	11^{00}	8063
28		12" Culvert Pipe	Lin.Ft.	359	20^{00}	7180
29		15" Culvert Pipe	Lin.Ft.	18	24^{00}	432
30		18" Culvert Pipe	Lin.Ft.	1107	28^{00}	30996
31		8" Tide Gates	Each	4	400.00	1600
32		8" Slip Joints	Each	3	100.00	300
33		Concrete Inlets Type "G-1"	Each	6	600^{00}	3600
34		Concrete Inlets Type "G-2"	Each	9	600^{00}	5400
35		Concrete Inlets Type "M-E"	Each	7	800^{00}	5600
36		Concrete Inlets Type "D"	Each	1	500^{00}	500

LOCATION COST ESTIMATE AND QUANTITY SUMMARY "L_2", "L_5", & "L_3" L

SECTION Mystic Creek - Muns Creek UNIT Mystic Creek - Camas Valley Sheet 4 of 6

HIGHWAY Coos Bay - Roseburg PREFIX 10-1946-901 COUNTY Douglas

ITEM No.	SPEC. No.	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	UNIT COST	AMOUNT
37	6050010	6" Drain Pipe	Lin. Ft.	3250	9^{00}	29250
38	6050015	8" Drain Pipe	Lin. ft.	952	11^{00}	10,472
39	6050750	Special Filter Material in Drains	Cu. Yd.	547	15^{00}	8205
40		Guard Rail Type 1 (Blue line only)	Lin. Ft.	650	12^{00}	7800
41		Guard Rail Type 2A	Lin. Ft.	5800	15^{00}	87000
42		Guard Rail Type 3	Lin. Ft.	800	30.^{00}	24000
43		Guard Rail Anchors Type 1	Each	16	350^{00}	5600
44		Guard Rail Anchors Type 2	Each	15	400^{00}	6000
45		Guard Rail End Pieces Type A	Each	2	50^{00}	100
46		Guard Rail End Pieces Type B	Each	5	90^{00}	180
47		Guard Rail End Pieces Type C	Each	11	120^{00}	1320

LOCATION COST ESTIMATE AND QUANTITY SUMMARY $L_2, L_5, \& L_3$ Line

SECTION Mystic Creek - Muns Creek UNIT Mystic Creek - Camas Valley Sheet 5 of 6

HIGHWAY Coos Bay - Roseburg PREFIX 10-1946-901 COUNTY Douglas

ITEM No.	SPEC. No.	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	UNIT COST	AMOUNT
48	6070030	Type 2 Fence	Lin.Ft.	490	6.00	2940
		16' Single Gate	Each	1	600.00	600
49	6100200	Extra For Asphalt Approaches	Each	10	250.00	2500
50	6130050	Drainage Curb	Lin.Ft.	1822	3.00	5466
		Grouted Riprap	Cu. Yd.	314	25.00	7850
51	6230020	Guide Posts (Delinears)	Each	174	22.00	3828
52	6810075	Roadside Seeding and Mulching	Acre	25	700.00	17500
		Includes Mobilization & Temp Prot & Dir. Traffic 2,124,327 Sub-total bid items				5,008,406

LOCATION COST ESTIMATE AND QUANTITY SUMMARY L_2, L_5, & L_3 L,n

Sheet 6 of 6

SECTION Mystic Creek - Muns Creek UNIT Mystic Creek - Camas Valley
HIGHWAY Coos Bay - Roseburg PREFIX 10-1946-901 COUNTY Douglas

ITEM No.	SPEC. No.	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	UNIT COST	AMOUNT
		Additional Anticipated Items:				
						50,000
		Slide Correction				
		Striping (Permanent)				
		Striping (Temporary)				
		Signing (Permanent)				
		Adjust Utilities				1,001,681
		Contingencies & Engineering (20%)				10,000
		Slope Indicator Tubes and/or Horizontal Drains	Sq. Ft.	62 200	6000	3,732,000
		Structures				
		Total				9,802,087

71-23 35 M

ROAD DESIGN SECTION 378-6558

J. B. Boyd
Manager, Right of Way

October 25, 1979

J. H. Versteeg
Road Design Engineer

Files 50768 & 50675
Mystic Creek-Camas Valley Section
Coos Bay-Roseburg Highway
Douglas County

Attached is an authorization and advance descriptions, as you requested, for the subject project scheduled for the Fiscal 3rd Quarter, 1981.

Prints will be sent down as soon as we receive them, probably tomorrow.

ORIGINAL SIGNED BY
W. H. WAKERLIG

By:
W. H. Wakerlig
R/W Descriptions Engineer

WHW:cj
Attachments

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

September 7, 1979

Lee Anna Bennett
Liability Claims Adjuster
Liability Claims Division
100 State Office Building
Salem, Oregon 97310

SUBJECT: Kenneth Lee Claim
Claim No. L03993
Trespass and Damage
Mystic Creek-Camas Valley
Coos Bay-Roseburg Highway

Dear Ms. Bennett:

The Environmental Impact Statement for this section has not been completed and we cannot proceed with right-of-way acquisition under our normal provisions. However we are at a point where we can request authorization from Federal Highway Administration for protective buying. I have started this process and we should be in a position to acquire the necessary right-of-way within 60 days.

If you receive any further inquiries from Mr. Lee, you may inform him the Right of Way Section will be handling this problem.

Very truly yours,

Rod Henry

Rod Henry, Assistant
Right of Way Manager

RH:mk

cc: L. W. Rulien
Neil Flanagan

RECEIVED
STATE HWY ENGR
SEP 7 '79
REFER TO

FOR

Info	Inves	R/D	O/R	Sign	Act	File

Sandoe
Bud Shirley
R

Form 734-3122

JAMES A. REDDEN
ATTORNEY GENERAL

DEPARTMENT OF JUSTICE

DEPARTMENT OF JUSTICE
100 State Office Building
Salem, Oregon 97310
Telephone: (503) 378-4400

August 27, 1979

L. W. Rulien, Executive Asst.
to State Highway Engineer
Rm. 140 Transportation Bldg.
Salem, OR 97310

Re: Claimant: Kenneth Lee
Claim No: L03993
Date of Loss: March 13, 1979

Dear Mr. Rulien:

We have consulted with Armand Riveness regarding the above-captioned claim. He suggests we either initiate proceedings to acquire the property through condemnation or make a decision that we don't want the property and make an offer on the damages.

If we are going to acquire the land for right of way, it should be done before the claimant makes a formal claim. In this case, the property will have to be assessed. If we do acquire the land before the claimant files, he won't be able to make a claim for trespass.

Please keep me apprised of your decision.

Sincerely,

Lee Anna Bennett
Lee Anna Bennett
Liability Claims Adjuster
Liability Claims Division

ph

8-28 cf

Your recommendation
pl - exploration crew
trespassed on Hwy 42
near Holmes Creek
L

RECEIVED
STATE HWY ENGR
AUG 28 '79
REFER TO
Hunter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

August 7, 1979

Lee Anna Bennett
Liability Claims Adjuster
Liability Claims Division
Department of Justice
100 State Office Building
Salem, OR 97310

Dear Ms. Bennett:

Kenneth Lee Claim
Trespass and Damage
Mystic Creek-Camas Valley
Coos Bay-Roseburg Highway

Attached is a 1"= 400' map of the portion of the Coos Bay-Roseburg Highway near Holmes Creek where the Lee property is situated and where our geology crew entered to drill some holes in order to gather foundation information for bridge design purposes.

The area is outlined on the map - the approximate location of the drill holes and an approximation of the new alignment of the highway if and when a new section is constructed. Also attached is a 1"= 50' contour map of the area showing basically the same information. In addition is correspondence between our field crew and the claimant.

I had been holding this information while waiting for photographs of the area; however, I will pass this information along to you at this time and send along the pictures when they come.

Sincerely,

L. W. Rulien, Executive Assistant
to the State Highway Engineer

LWR:jh

bc: Jack Sollis
Alfred Shirley
Elliot Parker

JAMES A. REDDEN
ATTORNEY GENERAL

JAMES C. RHODES
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
100 State Office Building
Salem, Oregon 97310
Telephone: (503) 378-4400

August 6, 1979

RECEIVED
STATE HWY ENGR
AUG 7 '79
REFER TO
FOR
Info Inv. R.D. D.R. Sign Act File

F. B. Klaboe, Director
129 Transportation Bldg.
Salem, OR 97310

Re: Claimant: Kenneth Lee
Date of Loss: Approximately 3/13/79
Our File No: L03993

Dear Mr. Klaboe:

I discussed the above-captioned occurrence with Larry Rulien, i.e. the illegal entry and excavation of Mr. Lee's property, on July 17, 1979.

I requested some form of narrative report indicating precisely what the extent of permanent damage is and also pictures of the area.

To date I have not had any word on this matter. Please let me know the approximate length of time it will be before I can expect the above-requested material.

Thank you for your attention to this matter.

Sincerely,

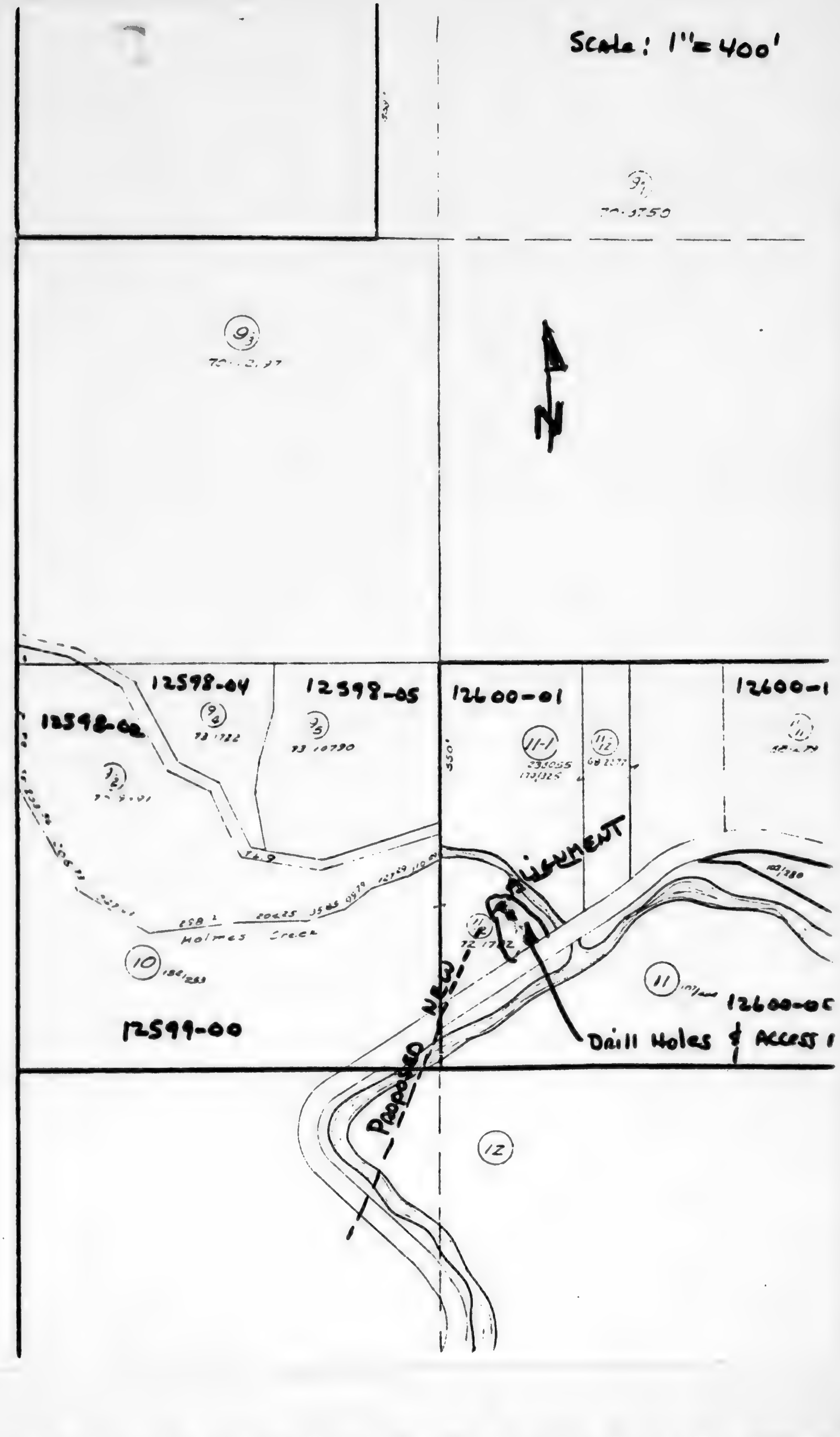
LeeAnna Bennett

Lee Anna Bennett
Liability Claims Adjuster
Liability Claims Division

LAB:ph

RECEIVED
DOT DIRECTOR
AUG 7 '79
REFER TO
FOR
Info Inv. R/D D/R Sign Act File

RECEIVED
DOT DIRECTOR
AUG 7 '79
REFER TO
Info File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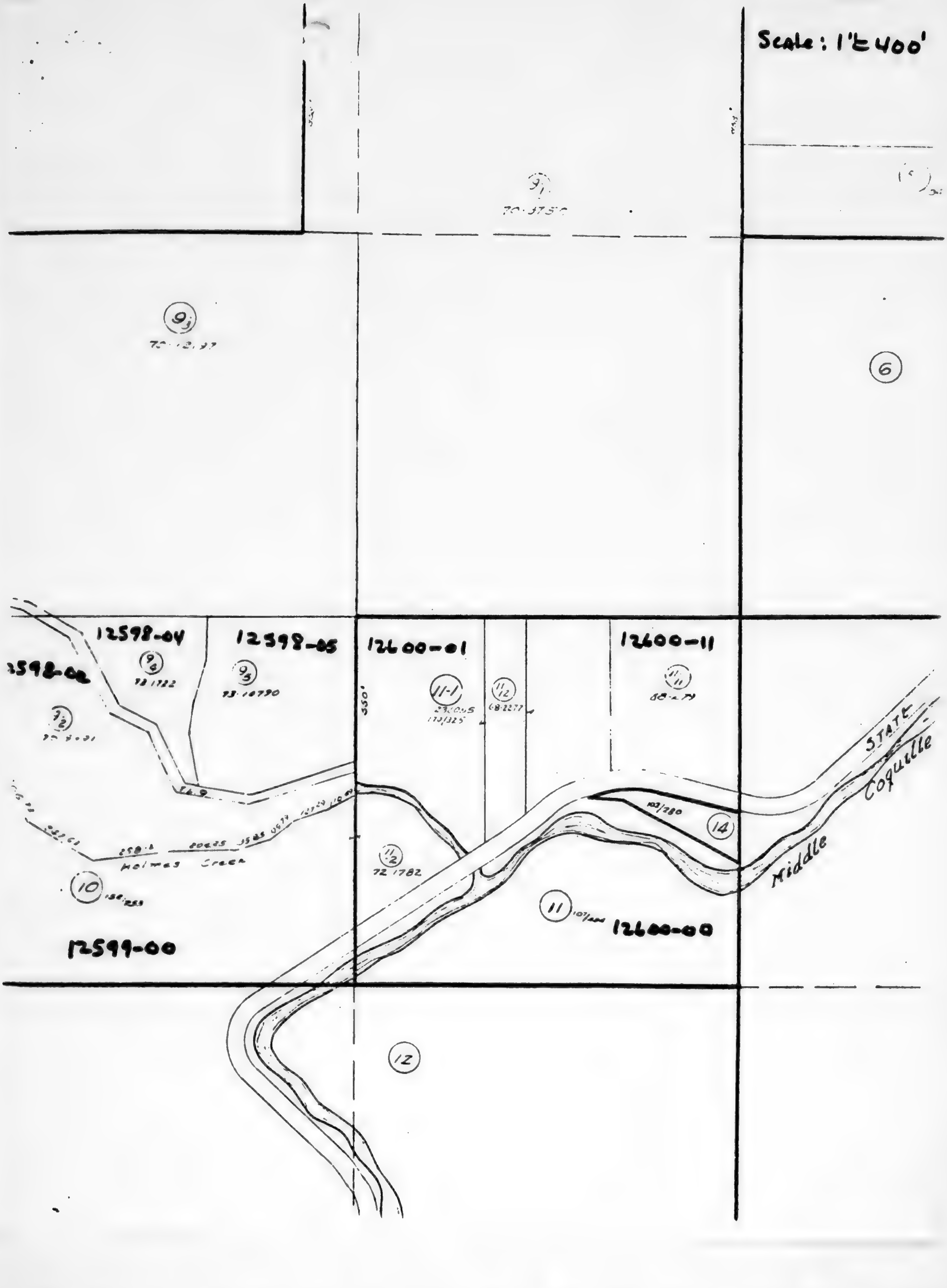
12598-02
12598-04
12598-05
12600-01
12600-1
Holmes Creek
550'
12599-00
PROPOSED NEW ALIGNMENT
12600-05
Drill Holes & Access
10
11
11-1
12

Scale : 1" = 400'
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STATE
Coquille
Middle
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14
Holmes Creek
11/2
72 1782
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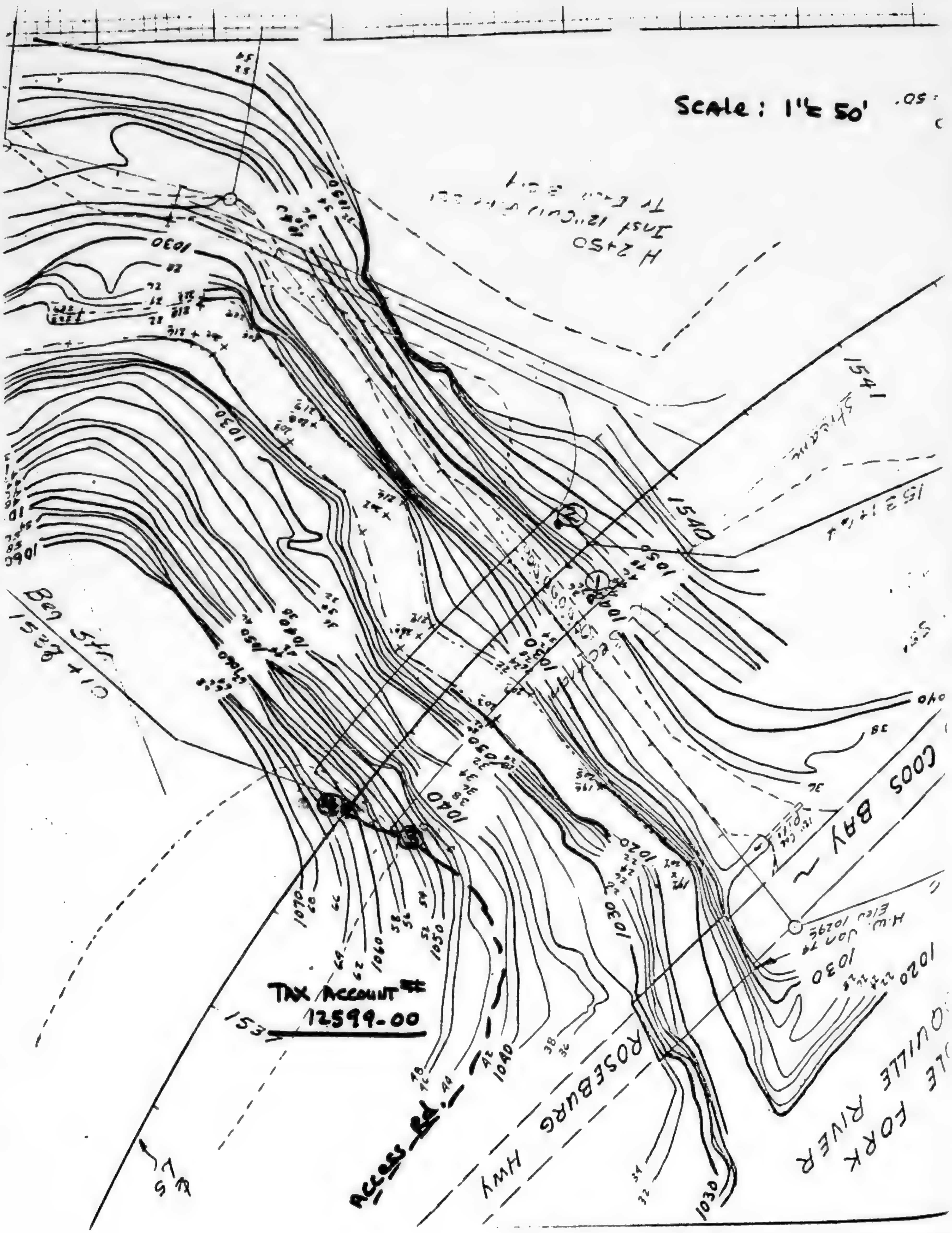
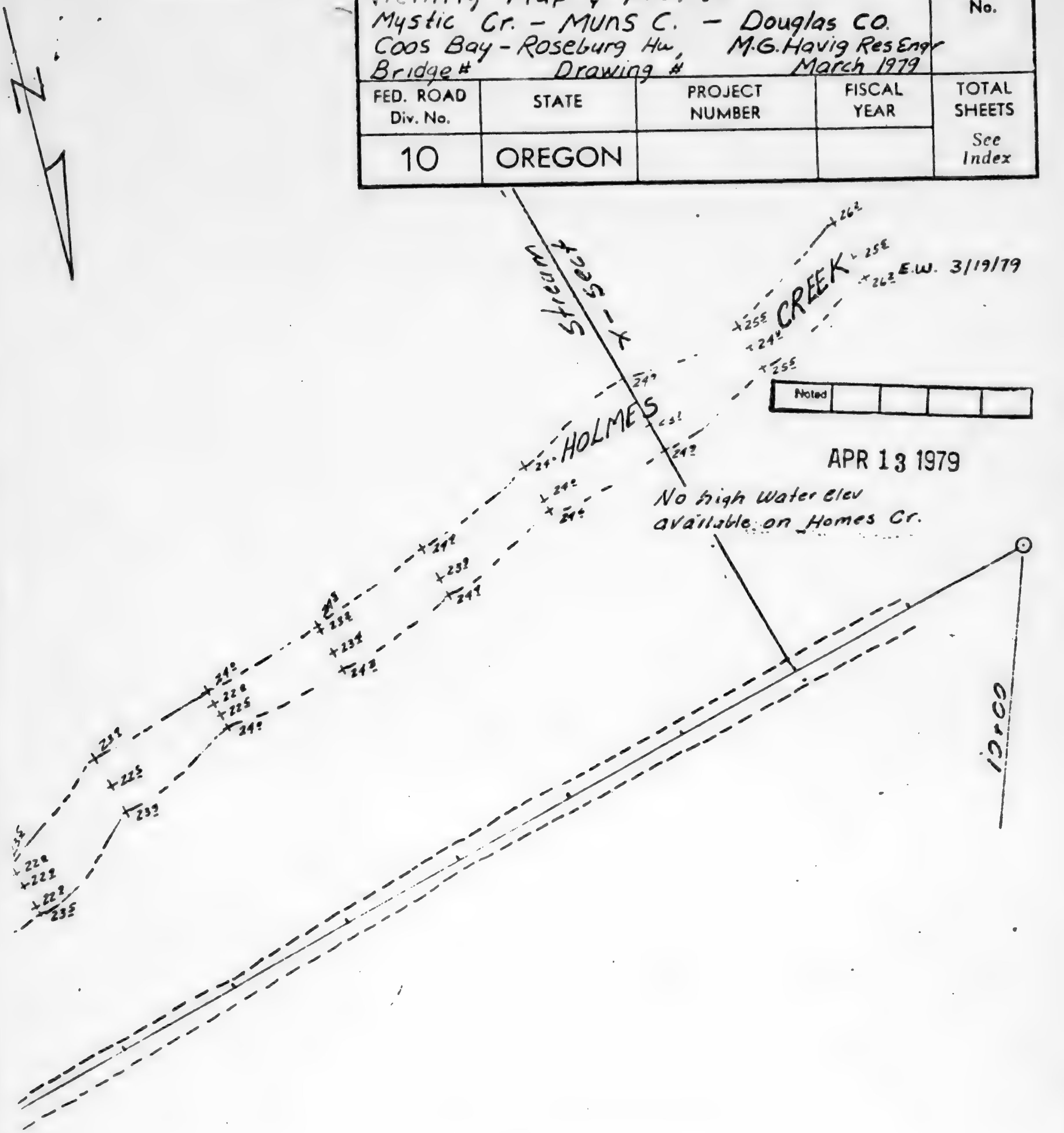
Scale: 1"= 50'
1030
1040
1050
1060
1070
1020
1540
1541
1531
Stream
Ben St.
TAX ACCOUNT #
12599-00
Access Rd.
ROSEBURG HWY
COOS BAY ~
FORK
QUILLE RIVER
H.W. Jan 74
Elev. 1029.6
H 2+50
Inst 12" Culv Elev

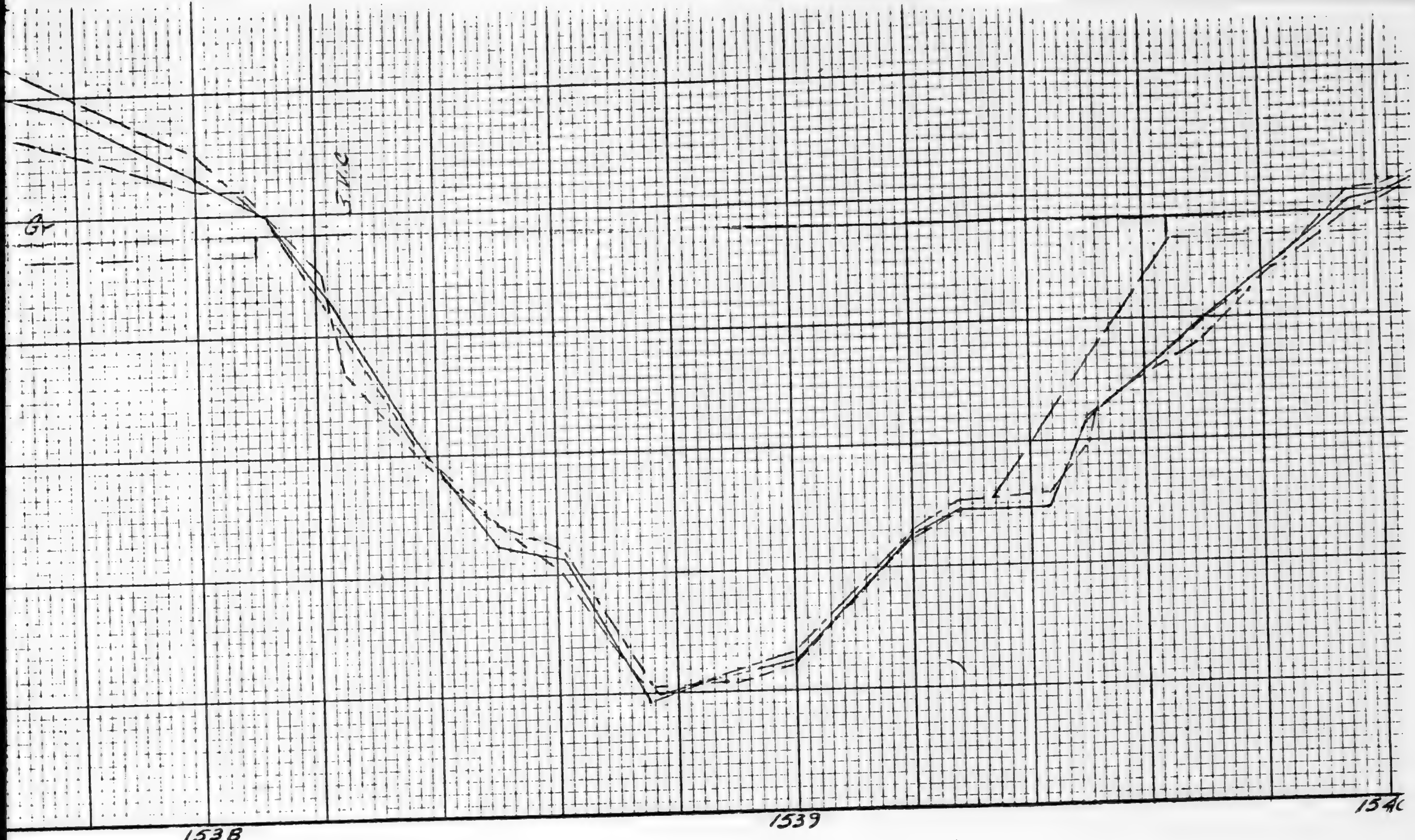
Vicinity Map & Profile
Mystic Cr. - Muns C. - Douglas Co.
Coos Bay - Roseburg Hw, M.G. Havig Res Engr
Bridge # Drawing # March 1979

FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	SHEET No. / TOTAL SHEETS
10	OREGON			See Index


N
Stream X-Sect
HOLMES CREEK
+26.2
+25.8
+26.2
E.W. 3/19/79
+25.8
+24.2
+25.5
24.9
25.1
24.3
+24.
+24.2
+24.5
+24.2
+23.9
+24.9
+24.0
+23.2
+23.4
+24.2
+24.0
+22.8
+22.5
+24.0
+23.8
+22.5
+23.9
+23.5
+22.8
+22.8
+22.8
+23.5
No high Water Elev available on Homes Cr.
10+00

Noted

APR 13 1979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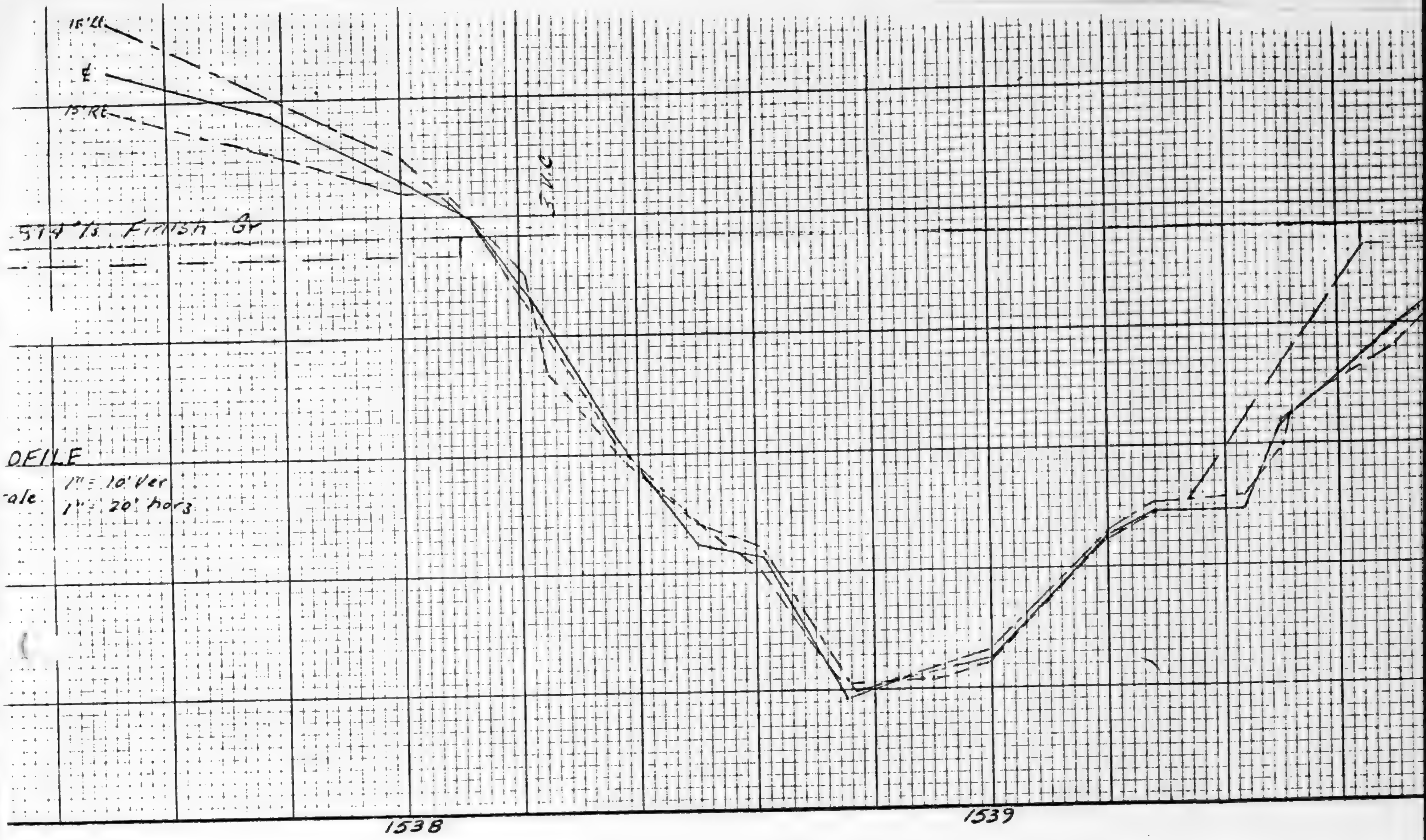
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1" = 20' hor3
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RECEIVED
STATE HWY ENGR
JUL 16 '79
REFER TO
FOR
Info Inves File

June 22, 1979

Mr. Elliott Parker
Oregon State Highway Division
P.O. Box 1128
Roseburg, Oregon 97470

Dear Mr. Parker:

I have received your letter of June 7, 1979. The information you have related is of great concern to me, and unfortunately, I have already been seriously affected by your unauthorized and uncommunicated clearing and drilling operations.

For the past eight months I have been in the process of negotiating the sale of the property. The potential buyer, Ruth Ann Crawford, from Oakland, California, had given me verbal and written assurances of her intention to purchase the property, conditional to inspection. Ms. Crawford had seen the property several years ago, and as I was not aware of any recent changes, I gave her the impression that essentially the site remained as she had remembered.

Ms. Crawford made a special trip to inspect the property during the end of May. After viewing the damage to the land and the vegetation, she immediately called me long distance in Hawaii, quite upset by what she had found. I was completely unaware of your project until she called me. I was unable to explain the presence of the Highway Division equiptment on the site, nor the nature or planned extent of the project involved. As a result of this, as well as her impression that the project work was a visual "eye sore", Ms. Crawford expressed much reluctance to follow through with her purchase of the property.

I feel as a consequence of the Highway Divisions actions, I have lost a buyer for the property, and the many months of work involved in the negotiations. I will also be unable to continue my efforts to sell the property, unless I can personally evaluate what the impact of the project work has been.

As you proposed in your letter, a joint inspection of the site to determine possible permanent damages would seem most appropriate and necessary at this time. As I am living in Hawaii, however, it does not seem fair that I would again have to bear the responsibility and expense of a trip resulting from the Highway Division's actions. I feel the Highway Division should be responsible for the expense of such a trip.

I too regret the "breakdown in communication" that has occurred, but as unfortunate as it may be, thus far I have been the one to suffer

RECEIVED
STATE HWY ENGR
JUL 16 '79
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I too regret the "breakdown in communication" that has occurred, but as unfortunate as it may be, thus far I have been the one to suffer

C OL

all of the negative consquences. Again, it is my feeling that the State of Oregon Highway Division should assume some responsibility for their actions. I await your reply.

Sincerely yours,

Kenneth Lee
1151-F Wainiha Street
Honolulu, Hawaii 96825

cc: F.B. Klaboe
Administrator and State Highway Engineer
Oregon State Highway Division

RECEIVED
STATE HWY ENGR
JUL 6 - 79
REFER TO
Shirley
FOR
Info Inves R/D D/R Sign Act File

RECEIVED
DOT DIRECTOR
JUL 5 '79
REFER TO
Coulter
FOR
Info Inves R/D D/R Sign Act File

OREGON STATE
HIGHWAY DIVISION

REGION 3

P.O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541

VICTOR ATIYEH
XXXXXX X. XXXXXX
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

Kenneth & Kathleen Lee
1151 F Wainiha Street
Honolulu, HI. 96825

June 7, 1979

SUBJECT: Right of Entry for exploration
NW$\frac{1}{4}$SW$\frac{1}{4}$, Sec. 36, T. 29 S., R. 9 W.
West of Camas Valley, Oregon

Dear Mr. & Mrs. Lee,

We are presently engaged in an exploration program which is designed to obtain foundation data at a proposed bridge site on your property (see attached copy of sketch map). Access to the two holes indicated on the map required some clearing along an old cat road to the site. The clearing consisted of brush and a few small trees that had grown up in the cat road (no merchantable timber), and care was taken to disturb the existing vegetation and ground surface as little as possible.

Enclosed is the ORIGINAL LETTER and a copy of a REQUEST FOR PERMIT OF ENTRY which was mailed to your address of record as shown in the Douglas County tax records on March 5, 1979. Our field crew must have assumed that permission for entry had been obtained and jumped the gun on this site preparation.

I regret that this break down in communication has resulted in any inconvenience or undue concern regarding your property rights, and I hope that we may inspect the site jointly, at your convenience, to determine what, if any, permanent damage may have been incurred. If you determine that damage to the property has been sustained, compensation may be requested when our Right of Way Negotiator contacts you regarding acquisition of property required for relocating the highway facility.

Sincerely yours,

Elliott Parker

Elliott Parker
Regional Geologist

1859

OREGON STATE
HIGHWAY DIVISION

REGION 3

P.O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541

VICTOR ATIYEH
~~ROBERT W. STRAUB~~
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

Kenneth & Kathleen Lee
5050 Nectar Way
Eugene, Oregon 97405

RE: "Right of Entry for Exploration"
West of Camas Valley, Oregon
NW$\frac{1}{4}$ SW$\frac{1}{4}$ Sec. 36, T29S, R9W

Dear Mr. & Mrs. Lee:

We propose to construct several bridges as part of the new roadway alignment improvement between Mystic Creek and Camas Valley.

To provide for an adequate bridge foundation for the bridge we propose to construct within your property boundaries, it will be necessary to drill approximately four (4) holes - - each about 4 inches in diameter. These holes will, of course, be filled in.

At this time, the scheduling for the construction is to start the summer of 1980. We need to complete our drilling sometime in the next few months. To accomplish this it would be necessary to cross your property.

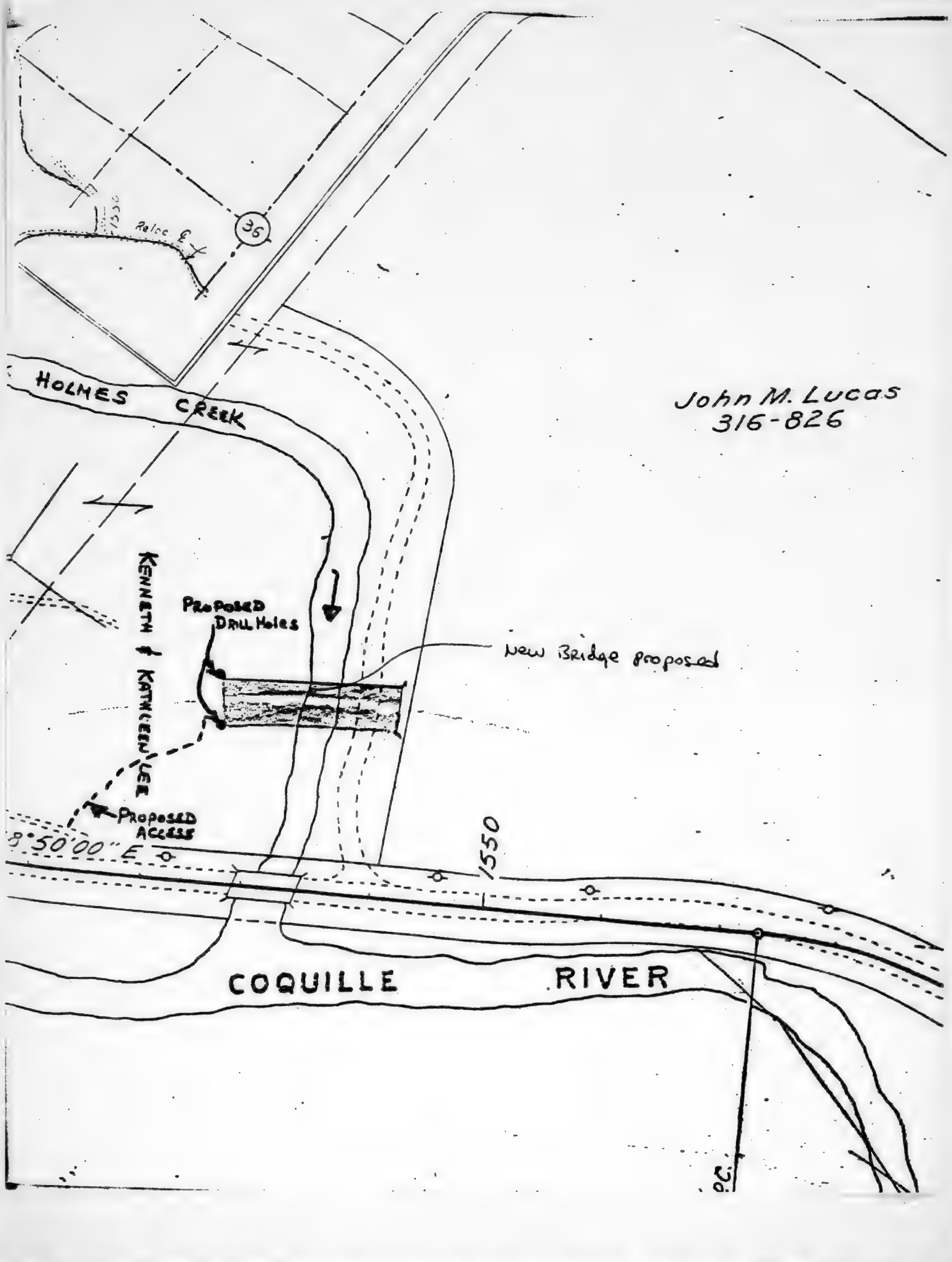
We would appreciate it if you would sign opposite my name on the bottom of the attached "Right of Entry" sheet.

Sincerely,

James A. Bilderback

James A. Bilderback
Assistant Region Geologist

P.S. Please retain one copy and send us one copy.


36
Reloc. ℄
HOLMES CREEK
KENNETH & KATHLEEN LEE
PROPOSED DRILL HOLES
New Bridge proposed
PROPOSED ACCESS
8°50'00" E
1550
COQUILLE RIVER
P.C.

John M. Lucas
316-826

GEOLOGY & SOILS SECTION

RIGHT OF ENTRY FOR EXPLORATION
of
POTENTIAL QUARRIES & GRAVEL PITS

(I)(We), KENNETH and KATHLEEN LEE, hereinafter referred to as "grantor," in consideration of the acknowledged benefits to be derived, do hereby grant to the STATE OF OREGON, by and throug its State Highway Commission, and to its officers, agents, and employees, the right and license to go upon the following-described real property for the purpose of exploring for BRIDGE FOUNDATIONS ~~road building materials~~, including core drilling, if necessary:

Property description:

NW 1/4 SW 1/4 SEC. 36, T29S, R9W
WEST OF CAMAS Valley, OREGON
(NEAR HOLMES CREEK)

IT IS UNDERSTOOD AND AGREED: That this right and license shall continue until the exploration is completed unless expressly revoked by grantor before completion. That upon completion of said exploration any pits or drill holes made upon the property will be refilled or plugged and that the property will be otherwise restored as nearly as practicable to its present condition by the State Highway Commission. It is further understood that the State Highway Commission shall be responsible for any unnecessary damage done, in connection with said exploration, to any crops or other improvements located upon said real property.

Grantor hereby represents and warrants that he is the owner of said real property or otherwise has the right to grant this permit for entry and exploration.

DATED this _____ day of _______________, 19__

PERMISSION ACQUIRED BY:

Signature: James A. Bilderback
JAMES A. BILDERBACK

Title: ASSIST. REGION GEOLOGIST
P.O. BOX 1128
ROSEBURG, OREGON 97470

____

____

REGON DEPT. OF TRANSPORTATION
IGHWAY DIVISION
. BOX 1128
burg, OREGON 97470

TN: JIM BILDERBACK

K.M.

KENNETH & KATHLEEN LEE
5050 NECTAR WAY
EUGENE, OREGON 97405

Not Deliverable as Addressed

(345-7098)

3-13-79

NOT AT NUMBER LISTED
IN PHONE BOOK

INFORMATION SHOWS NO
LISTING ON KENNETH &/or
KATHLEEN LEE

AM
MAR 9
1979

JUNE 4, 1979

TO OREGON DIVISION OF HIGHWAYS:

THIS VEHICLE IS ON PRIVATE PROPERTY WITHOUT OWNER AUTHORIZATION FOR ITS PRESENCE OR FOR THE WORK BEING DONE! THIS IS ILLEGAL TRESPASSING! THIS VEHICLE MUST BE REMOVED AND ALL WORK CEASED UNTIL KENNETH LEE, OWNER, HAS BEEN NOTIFIED AND AN AGREEMENT REGARDING THIS MATTER HAS BEEN REACHED. FAILURE TO COMPLY WITH THIS REQUEST WILL RESULT IN LEGAL PROSECUTION.

SIGNED
Ruth Ann Crawford
(for Kenneth Lee, owner)

KENNETH LEE - MAILING ADDRESS:
1151 F WAINIHA ST.
HONOLULU HI. 96825
(808)- 395-6433

The following

Document(s)

are

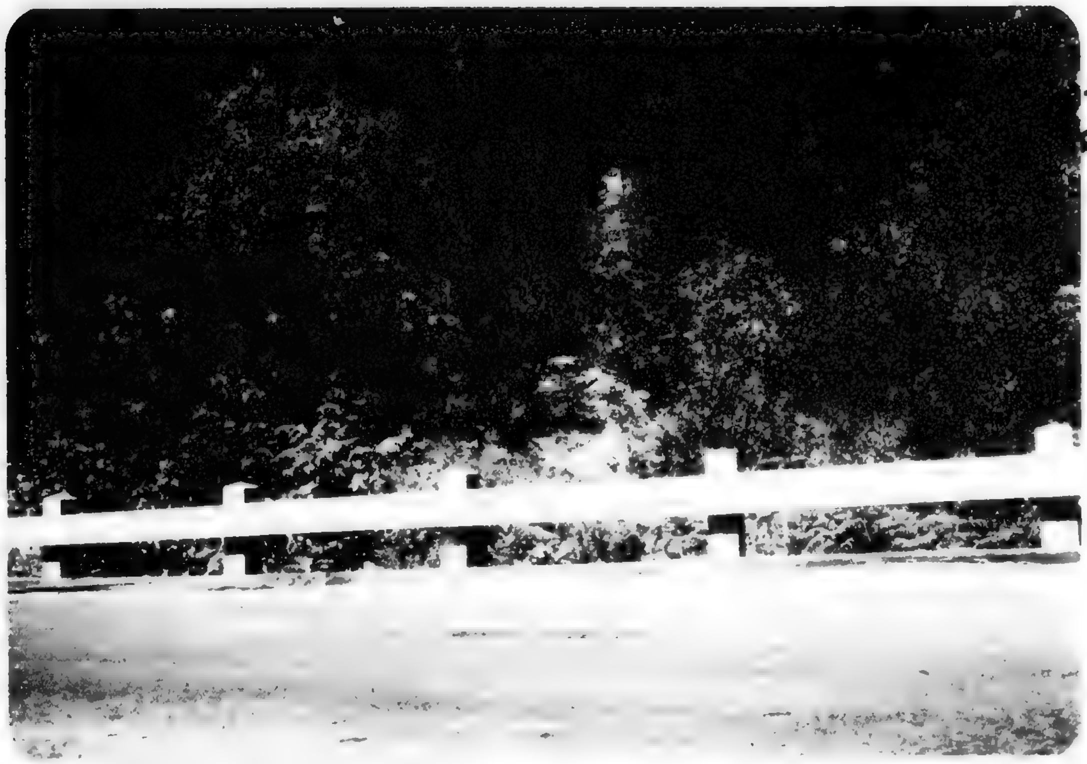
Photographs

NORTH AT Subject drill ROAD
ROM HOLMES CREEK Bridge

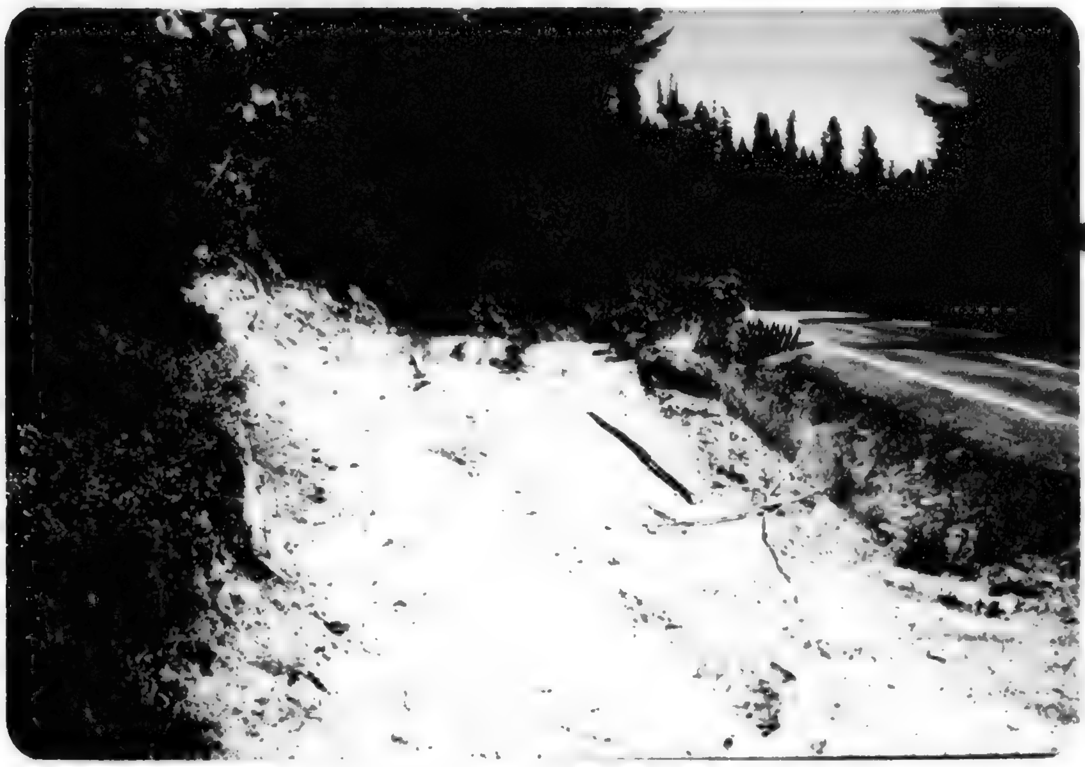
DRILL ROAD & LOOKING EAST
& HOLMES CREEK Bridge
ON RIGHT

KENNETH & KATHLEEN LEE PROPERTY
HOLMES CREEK BRIDGE
PHOTOS OF CAT WORK

PHOTOS AUG, 1979



NORTH AT Subject drill ROAD
ROM HOLMES CREEK BRIDGE



DRILL ROAD & LOOKING EAST
3 HOLMES CREEK BRIDGE
ON RIGHT

KENNETH & KATHLEEN LEE PROPERTY
HOLMES CREEK BRIDGE
PHOTOS OF CAT WORK

PHOTOS AUG, 1979

LOOKING NORTH AT Subject drill ROAD
FROM HOLMES CREEK Bridge

Drill Road & Looking East
& Holmes Creek Bridge
ON RIGHT

KENNETH & KATHLEEN LEE PROPERTY
HOLMES CREEK BRIDGE
PHOTOS OF CAT WORK

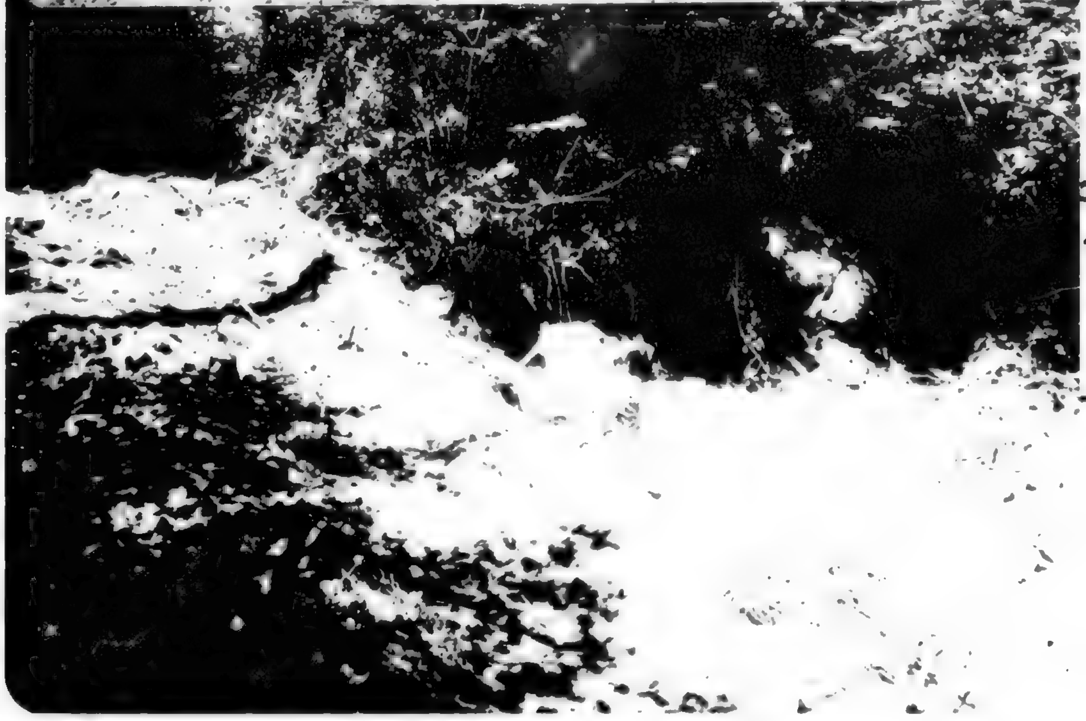
PHOTOS AUG, 1979

LOOKING EAST
ALONG DRILL ROAD

HOLMES CREEK BRIDGE
ON RIGHT

CLOSE-UP OF
DRILL SITE AREA

LOOKING NORTH



CLOSE-UP OF
DRILL SITE AREA

LOOKING NORTH

KENNETH & KATHLEEN LEE PROPERTY

HOLMES CREEK BRIDGE

PHOTOS OF CAT WORK

PHOTOS AUG. 1979

4633

STATE OF OREGC

INTEROF CE MEMO

TO: Alfred Shirley
Region 3 Engineer

DATE: July 30, 1979

FROM: D. H. Moehring
Asst. State Highway Engineer

NOTED
E. S. HUNTER

SUBJECT: Project Management System
Coos Bay-Roseburg Highway

There are three projects for Bridge Replacement in the current PMS Run which are within the limits of future construction projects. Also listed on the run is the Holmes Creek Bridge, No. 3423, in the Mystic Creek-Camas Valley Section, but is shown separately to be constructed with Bridge Replacement Funds. This Bridge must be built when this section of roadway is constructed. We have removed the structure as a separate project and will include it in the appropriate highway section.

[illegible]

The Muns Creek (Suicide Creek Bridge), No. 0855, and the Shields Creek Bridge, No. 808, both fall within the limits of the proprosed Camas Valley-Muns Creek Section. They have been removed from the PMS Run as individual projects and are now included in the appropriate highway section to be constructed with Primary Funds.

DES:pf

cc: E. S. Hunter ✓
J. H. Versteeg
W. J. Hart
F. E. Terpin

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TECHNICAL SERVICES
JUL 3 1979
REFER TO
FOR
Info R/D File

DATE: March 30, 1979

TO: OREGON TRANSPORTATION COMMISSION

ORIGINAL SIGNED BY H. S. COULTER

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Finance Approval
Special Bridge Replacement Projects (19)

On the Consent Calendar for the April 17 meeting will be a request to approve 19 Special Bridge Replacement projects. These projects are not on the Six-Year Program.

The 1978 Federal-Aid Highway Act provided additional Special Bridge Replacement funds and the attached list of 19 bridge projects have been identified as needing reconstruction with these additional funds. The 19 bridge projects are estimated to cost $11,000,000 with Federal participation of $8,800,000 and State matching funds of $2,200,000.

These projects have been investigated and are eligible for funding under the Special Bridge Replacement Program. I recommend your approval of the projects and request authorization to sign the project agreements for and on your behalf.

RU:dmc
Attachment

bc: F. B. Klaboe
C. W. Head
L. W. Rulien
E. S. Hunter
C. T. Keasey
D. H. Moehring
R. L. Schroeder
W. J. Hart
J. H. Versteeg
F. E. Terpin
V. E. Skoog
E. L. Hardt
C. O. Fredrickson
A. Shirley
Dale Allen
W. E. Schwartz
George Bell

35.1

STATE OF OREGON
DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

INTEROFFICE MEMO

1633

TO: FILE

DATE: July 3, 1979

FROM: Gene M. Finley
Gene M. Finley
Hydraulic Specialist

1 Versteeg ✓
Anderson
2 Christensen
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JUL 05 1979
ROAD DESIGN SECTION

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SUBJECT: Holmes Creek Bridge
Mystic Creek-Camas Valley Unit
M.P. 52.63, Coos Bay-Roseburg Hwy (FAP 14)
Douglas County

The proposed project will replace an existing 57-foot, three-span timber structure and will be located 180± feet upstream from the existing site.

HYDROLOGY

Holmes Creek is a north-south tributary of the Middle Fork Coquille River and drains an area of approximately 8.9 square miles above the proposed bridge site. Approximately 300± feet downstream from the proposed bridge site Holmes Creek merges into the Middle Fork Coquille River which drains an area of approximately 49 square miles above this location. Highwater elevations at both the existing and proposed bridge sites are controlled by the stage in the Coquille River.

The frequency vs. discharge relationship listed below was determined from information contained in the "Coquille River and Tributaries" report by the Corps of Engineers, Portland, Oregon, dated November 1972. These values have been adjusted to reflect the difference in drainage area.

Recurrence Interval	Peak Discharge at Bridge on Holmes Creek
100-year	1,470 cfs
50-year	1,270 cfs
25-year	1,090 cfs
10-year	840 cfs
5-year	660 cfs

HYDRAULIC DESIGN

The 50-year flood of 1,270 cfs was chosen as the design flood.

For the purpose of design, the replacement structure was assumed to be a three-span bridge with 1½:1 end slopes. By extending these end slopes from the top edge of the natural channel to the proposed finish grade, the proposed bridge would be approximately 135 feet long.

REFERRED TO
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BY FINAL DESIGN ENGINEER

When both the Coquille River and Holmes Creek are at the peak design flood, the assumed structure requires a normal waterway opening of 500 square feet at a design highwater of 1,033.7 (MSL) and creates no backwater. The average velocity through the structure would be 3.0 fps.

When the Coquille River is at baseflow (500 cfs) and Holmes Creek is at the design flood, the design highwater at the assumed structure is 1,026.8 (MSL) and creates no backwater. The average velocity through the structure would be 8.2 fps.

The following tabulation shows highwater elevations and average velocities through the proposed structure for the design discharge at high and low stages on the Coquille River.

	H.W. Elevations at Proposed Structure (MSL)	Average Velocity Through Proposed Structure
Coquille River at High Design Stage	1,033.7 feet	3.0 fps
Coquille River at Low Design Stage	1,026.8 feet	8.2 fps

RIPRAP

It is suggested that the fresh embankment slopes be protected with a three-foot blanket of class 700 loose riprap with a toe trench. A nine-inch filter blanket will be required. This riprap design conforms to the low design stage of the Coquille River.

GMF:ge

cc Frank Terpin w/att.
Walt Hart "
Jack Davis "
✓D. Christensen "
Herb Schell, FHWA "
A. Shirley "

HYDRAULIC DATA

	DESIGN FLOOD	INTERMEDIATE REGIONAL FLOOD	MAXIMUM FLOOD YEAR ( )
Discharge - cfs	1270		
Discharge - m³/s			
Frequency - yrs.	50	100	
H.W. Elevation Natural Channel ft.	1033.7		
H.W. Elevation Natural Channel m.			
H.W. Elevation Channel Change ft.			
H.W. Elevation Channel Change m.			
Average Velocity - fps	3.0		
Average Velocity - mps			

NOTE FOR A CANAL: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS: Low Design Stage:
50-Year Flood
H.W. Elevation 1026.8 ft.
Average Velocity 8.2 fps

OREGON STATE HIGHWAY DIVISION
HYDRAULICS UNIT

Holmes Creek Bridge
Coos Bay-Roseburg Hwy (FAP 14)
Douglas County

COMPILED BY: Gene M. Finley
DATE: June 26, 1979

35

STATE OF OREGON **INTEROFFICE MEMO**

Transportation — DEPT.
378-6299 — TELEPHONE

TO: J. H. Versteeg
Road Design Engineer

DATE: May 31, 1979

Rod Henry

FROM: Rod Henry, Assistant
Right of Way Manager

SUBJECT: Mystic Creek-Muns Creek Section
Mystic Creek-Camas Valley Unit
Coos Bay-Roseburg Highway
Douglas County

Attached is an access list for this project. Please send us a copy after it has been reviewed and approved.

RH:mk

cc: F. C. Lowe

REFERRED TO
Beard
Stoudenmeyer
Cole
Sample
Eriksen
✓ Watson FLC
Dorn
Lau
Hager
Due
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BY FINAL DESIGN ENGINEER

Please review and pass on to Wakerlig
JDW

1 Versteeg ✓
Anderson
2 Christensen JDW
Olson
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3 Wakerlig

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Mystic Creek-Muns Creek Section
Mystic Creek-Camas Valley Unit
Coos Bay-Roseburg Highway
Douglas County

ACCESS LIST

OWNER	STATION	SIDE	TOP SURFACE	USE	CONSTRUCTED BY
B. L. M.	*"L5"~~1503+61~~ 1502+25	N.	20'	unrestricted	State
Good Earth Investment Co. and B. L. M.	"L5"1518+01.35	N.	22'	unrestricted	State
McCartney	*"L5"~~1534+12~~ 1534+00	N.	16'	unrestricted	State
Weiss	*"L5"~~1540+27~~ 1540+00	N.	16'	unrestricted	State
State Highway Division	"L3"1544+50	S.	20'	unrestricted	State
Smith	"L3"1559+15	N.	16'	unrestricted	State
Standley	"L3"1574+95	S.	16'	unrestricted	State
Douglas County (West Side Rd.)	"L3"1585+00	N.	32'	unrestricted	State
Standley	"L3"1591+20	N.	16'	unrestricted	State
Standley	"L3"1595+40	S.	16'	unrestricted	State
Standley	"L3"1593+30	S.	20'	unrestricted	State

Submitted : Stan Williams
Liaison Agent

Recommended : M. S. Hains
Resident Engineer

Approved : M. S. Hains
Resident Engineer

Approved J B Boyd
Right of Way Engineer

Approved :
Design Engineer

Approved
Regional Engineer

* These stations were changed to reflect the ℄ station at right angles of the point where the approach crosses the R/W line

NEW
6/5/79

35

Form 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

May 10, 1979

Roseburg, Oregon

1859

FROM: M.G. Havig M.G. Havig
Res Engr by John

SUBJECT: Mystic Creek-Muns Creek Section
Mystic Creek-Camas Valley Unit
Coos Bay-Roseburg Hwy

TO: W.H. Wakerlig
R/W Description Engineer
Salem, Or

As per our phone conversation recently our Region Geologist and myself have reviewed all the cut slopes on the subject unit. This review was to determine if information gained from the construction of Slater Creek-Mystic Creek project may alter any of the cut slopes that had been finalized prior to completion of Slater Creek-Mystic Creek.

From this review we recommend the following changes:

1. Sta. L5 1505+50 through 1506+00 Lt. change lower bench to 1:1, upper bench is O K on 1½:1.
2. Sta. L5 1506+50 through 1507+00 Lt. change upper bench to 1½:1, lower bench is O K on 1:1
3. L3 1580+80 through 1583+30 Lt. change to straight 1:1 on Lt.
4. L3 1583+80 change Lt. side to 1½ to 1.

All the other cut slopes appear to be O K as is.

In a ddition the area between 1547 and 1552 was re-cross sectioned and only after minor variations were found, nothing significant. The other area mentioned in the Location Narrative that should have been re-cross sectioned cannot yet be done. The property owner M. Smith has now refused to allow us further access to his property. This was discussed with the Region Engineer and Region Constr. Engineer and the consensus was to not try to seek an injunction or court order but to go with what we do have and maybe acquire an additional 10" of R/W through the big cut area Sta. L3 1565 to 1572 (Lt.)

cc: Region
Region Geologist
Lyle Watson ✓
Location
File

REFERRED TO

Beard
Stoudenmeyer
Cole
Sample
Eriksen
/ Watson
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BY FINAL DESIGN ENGINEER

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6

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
May 8, 1979

FILE:

Lyle K Watson

FROM: Lyle K. Watson
Design Engineer Supervisor

TO: The Files

SUBJECT: Mystic Creek-Muns Creek
Coos Bay-Roseburg Highway
Douglas County

Design approval has not been received on this project. Therefore, the design work has been limited to determining the roadway slope lines. These were given to the R/W Descriptions Unit on April 17, 1979. They are in the process of checking the alignment and drafting a base map.

copy 2nd
[illegible]

Fred Yarbrough has reviewed the proposed slopes and found them to be acceptable with the geological and soils data known about this section.

There are seven crossings of the Middle Fork of the Coquille River and one crossing at Holmes Creek. Only two vicinity maps have been received; Holmes Creek and Middle Fork Coquille River, Station 1586+50±. The following locations have not been received: Stations 1490±, 1505±, 1510±, 1517±, 1527±, and 1532±.

The drafting of the base sheets has not been started.

LKW:mw
cc: E. S. Hunter ✓
W. Hart
F. E. Terpin
G. Potter
A. E. Shirley
L. K. Watson

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Info	Inves	R/D	D/R	Sign	Act	File

9623 [illegible]

Salem, Oregon
May 8, 1979

Lyle K. Watson
Lyle K. Watson
Design Engineer Supervisor

The Files

Mystic Creek-Muns Creek
Coos Bay-Roseburg Highway
Douglas County

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LKW:mw
cc: E. S. Hunter
W. Hart
F. E. Terpin
G. Potter
A. E. Shirley
L. K. Watson

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FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Roseburg, Oregon
April 18, 1979

FILE:

M. G. Havig

FROM: Martin G. Havig, Resident Engineer
Location Section

TO: Virgil Wilson, Right Of Way Supervisor
Roseburg Office

SUBJECT: Mystic Creek-Muns Creek Section
Mystic Creek-Camas Valley(Unit 1)
Coos Bay - Roseburg Highway
Douglas County

As per your request access list for Unit 1 Mystic Creek-Camas Valley of Mystic Creek-Muns Creek Section.

Station at R/W:	Centerline Station:	Width:	Radius:	Description:
"L5" 1502+40 Lt.	"L5" 1503+61 Lt.	20'	35'	Connection B.L.M. To Coos Bay-Roseburg Highway
"L5"	"L5" 1518+01.35 Lt.	16'	55'	Signal Tree Road
"L5" 1534+00 Lt.	"L5" 1534+12 Lt.	16'	30'	
"L3" 1540+00 Lt.	"L5" 1540+27 Lt.	16'	30'	Skew 70° interior angle back
"L3" 1544+50 Rt.	"L3" 1544+50 Rt.	20'	30'	
"L3"1559+15 Lt.	"L3" 1559+15 Lt.	16'	30'	Private Drive
"L3" 1575+05 Rt.	"13" 1574+95 Rt.	16'	30'	Private Drive
"L3"	"L3" 1585+00 Lt.	24'	55'	Westside Road
"L3" 1591+20 Lt.	"L3" 1591+20 Lt.	20'	30'	
"L3" 1593+30 Rt.	"L3" 1593+30 Rt.	20'	30'	

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MGH,bjwh
cc: Region
Location

Copy Watson

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APR 23 1979
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NOTED
L. K. WATSON

NOTED
W. N. HACKLEMAN

REFERRED TO Hack
By Location Engineer

35 N

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

April 17, 1979

FROM: N. E. Mann
Senior Designer

N. E. Mann

TO: The File

SUBJECT: Mystic Creek-Camas Valley
Coos Bay-Roseburg Hwy.
Douglas County
Roadway Slope Review

Fred Yarbrough, Soils Engineer, has reviewed the proposed design of the roadway slopes and embankment foundations on this project. He reported that the proposed design as submitted by the field appears adequate and in conformance with the experience encountered on the adjacent Slater Creek-Mystic Creek project. There will be some additional exploratory work done; particularly in those areas where there may be an embankment foundation problem.

He also reported there could be some slide problems. However, it is impossible to predict where these may occur. Whatever problems they create will need to be dealt with at the time of occurrence.

NEM:mw
cc: Fred Yarbrough
Lyle Watson

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FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

December 1, 1976
Salem, OR 97310

FILE:

NOTED
E. S. HUNTER

FROM: Gary A. Potter, Manager
Environmental Section
Gar

TO: Memo to the Files

SUBJECT: I.D. Team #1 Meeting
Remote Section
Noti-Veneta
Mystic Creek-Muns Creek

An I.D. Team #1 meeting was held Wednesday, November 24 to discuss the subject projects. Present were Frank Terpin, Bruce Boyd, Donna Kilber, Cam Gilmour, Marty Havig, Bud Shirley and Gary Potter.

Noti-Veneta

Considerable discussion was devoted to the proper project development procedures to be followed on the project. Hearings were held in 1965 and 1969, design approval was obtained in August of 1970, and some right-of-way has been purchased, but now the development of an EIS and another hearing is necessary.

[illegible]

The question of whether additional studies were necessary was discussed. It was noted that the Action Plan is not retroactive, and that sufficient alternatives were explored that led to the present route selection and right-of-way purchase. The EIS would discuss that process, but additional reconnaissance studies would not be made.

In the vicinity of the Long Tom River channel change and the site of the Rennaissance Fair, it is decided that several route alignments would be studied because of the sensitivity of the channel change and use of the adjacent property. The Location Section will coordinate with the Wildlife Commission, while Mr. Shirley would contact the affected property owners. This input would be used in determining the proper alignment in this area.

A borrow source will be needed for the project, and a material source for base and paving will be needed. A soils report is also needed.

Mr. Shirley will also contact the school administration to gain their input prior to completion of the EIS.

No definite time schedule for the development activities was set.

Mystic Creek-Muns Creek

Discussion on this project centered around two alternative alignment possibilities in the Mystic Creek-Camas Valley Unit. The concensus of Team 1 was that the "orange-blue" alternative combination should be adopted for two major reasons: the CAC recommended it, and it also eliminates considerable amounts of waste material and one channel change.

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The discussion then centered on how to stage the EIS and hearings. Should the hearings be held on a unit-by-unit basis? I stated that the EIS must be written from Mystic Creek to Muns Creek (logical termini) and that if detailed information could be presented on the West Unit, with reconnaissance information presented on the other two, we would be at an advantage for future scheduling. Region stated that the alternatives could be much more limited in the Middle and East Units, so the hearing could be held on the entire section.

Remote

The draft study report was reviewed. Region 3 and Environment will supply comments to the Location Section. The final negative declaration will be prepared, based on the study report, and submitted for approval.

GAP:cjh

cc: E. S. Hunter
    F. E. Terpin
    J. B. Boyd
    A. Shirley, Jr.
    Marty Havig

MINUTES OF
ITIZENS' ADVISORY COMMITTEE AN
INTERDISCIPLINARY TEAM II (REGION 3) MEETING

MYSTIC CREEK-MUNS CREEK SECTION

Coos Bay-Roseburg Highway
December 18, 1975
Camas Valley School Cafeteria
Camas Valley, Oregon

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Those in attendance were as follows:

Bruce L. Blew, Citizens' Advisory Committee
James McGinnis, Citizens' Advisory Committee
James A. Combs, Citizens' Advisory Committee
Marion Rentz, Citizens' Advisory Committee

Alfred Shirley, Jr., Regional Engineer
Virgil Wilson, Regional Right-of-way Supervisor
Glen Clark, Regional Federal-Aid Engineer
Kipp Osborn, Regional Traffic Engineer
Frank North, Right-of-way Liaison Agent
Gary Kennen, Regional Utility Engineer
Marty Havig, Location Resident Engineer
Jim Bilderback, Assistant Regional Geologist
Eb Engelmann, Regional Environmentalist
John Grassman, Regional Designer

This initial meeting of the Mystic Creek-Muns Creek Advisory Committee and the Region 3 Interdisciplinary Team II was held to acquaint the committee with the regional staff, the Oregon Action Plan, the goals and objectives of a citizens' committee, the Team II's progress to date, and the various aspects of the project. One member of the five-member advisory committee was unable to attend.

The committee members were furnished a packet of material, including copies of the Oregon Action Plan, a copy of the environmental assessment, the Team II study reports, and mosaic coverage of the project with alternate alignments shown.

Mr. Shirley opened the meeting with introductions and proceeded to familiarize the CAC with project origination, the statewide Six-Year Construction Program, and the various types of federal-aid funding.

Mr. Clark briefly discussed the Action Plan with particular emphasis placed on the Citizens' Advisory Committee's goals and objectives. Glen was followed on the agenda by Eb Engelmann who spoke about environmental aspects and requirements for, first of all, the various project categories, and then for this project in particular.

Mr. James A. Combs was elected chairman of the Citizens' Advisory Committee.

Marty Havig, the Location Engineer, presented an overview of the project commenting on the various ramifications of the alternate alignments. The Team II members then gave brief synopses of the project as viewed from their various disciplines--geology, traffic, utilities, right-of-way, etc.

The next meeting will take place when called by either group.

JWG/dt

Salem, Oregon

June 19, 1975

Alfred Shirley Jr.
Region Engineer

ATTENTION: Martin Havig

L. W. Rulien
Project Management Engineer

Economic Analysis
Mystic Creek-Camas Valley (W. Portion)
CoosBay-Roseburg Highway
Douglas County

In accordance with your request a road user economic analysis, of four alternates, was conducted for the westerly portion of the Mystic Creek-Camas Valley Section of the CoosBay-Roseburg Highway. The results of the analysis are tabulated on the attached computer print-outs.

The running speed for each location was determined from the Highway Capacity Manual-1965(HCM) based on design and ADT. The analysis of each alternate was conducted under two speed conditions. Networks No. 2 through No. 5 were held to a maximum speed of 55 mph for those locations that would permit faster speeds where as in Networks No. 6 through No. 9 covering the same locations the speed was unrestricted.

To obtain the results in terms of the rate of return or benefit to cost ratio the road user costs of each network were compared to the existing highway.

Unit cost values used in this analysis were:

Vehicle Type	Time Cost $/hr.	Mileage Cost $/mile
Pass. & other		
Light Vehicles	$3	$0.085
Light Trucks	5	0.15
Heavy Trucks	8	0.20

The above values are justified in *Use of the Rate of Return Method for Evaluating Highway Projects* by Oregon State Highway Division and Office of the Director Oregon Department of Transportation.

Alfred Shirley Jr.
June 19, 1978
Page 2

The table below shows the estimated cost and the network number for each of the alternates on the attached map:

Color of Alternate	65 mph Maximum Speed Condition Network No.	 Estimated Constr. Cost (000)	Unrestricted Speed Condition Network No.	 Estimated Constr. Cost (000)
Orange	2	6,100	6	6,100
Purple	3	6,800	7	5,800
Green	4	6,000	8	5,600
Red	5	5,200	9	5,200

Basic assumptions utilized were:

1. Economic life of each alternate is 30 years.
2. The ADT for trucks will remain approximately constant during the economic life of each alternate.
3. The study is based on present dollars, for the study to be valid it requires the assumption that all prices will escalate at the same rate.
4. ADT, average running speeds and maintenance cost items vary uniformly between the first and thirtieth year.

On the basis of this analysis, Network No. 8 is the most favorable of the 8 networks studied. The rate of return reflects the relationship between road user benefits and construction cost over the 30 years. In the event of a positive rate of return it indicates that the road user benefits are greater than the construction cost and the negative rate of return reflects the road user benefits are less than the construction cost.

The interest rate of 6% shown near the top of the attached computer print-out sheets reflects the interest rate used to calculate the benefit-cost ration.

DG:lc

Attachments

cc: E. S. Hunter
J. X. Wilson
George Wills w/enc.

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May 29, 1975

Ms. Stephanie L. Riess, Coordinator
East-West Highway Committee
Post Office Box 210
Coos Bay, Oregon 97420

Dear Ms. Riess:

955 K.

In reply to your letter of May 6, I am enclosing tentative schedules for the following projects on Highway 42:

Project	Earliest Date to Contract
Remote Section	June 1977
Mystic Creek-Camas Valley	June 1979
Camas Valley-Muns Creek	June 1980

Each schedule lists consecutive activities remaining to bring the project to contract and estimated completion time.

Your request for a design study of the Mystic Creek-Slater Creek Section is being filled by the enclosed prints of the informational maps which represent the latest information to date. It is emphasized that the final design drawings have not yet been prepared so the information on the maps must be regarded as preliminary.

Very truly yours,

F. B. Klaboe
Administrator and
State Highway Engineer

Enclosures

bc: A. E. Johnson
E. S. Hunter
J. H. Versteeg
Victor D. Wolfe

WHT:mc srb

TENTATIVE SCHEDULE OF ACTIVITIES

REMOTE SECTION

Activity	Time, Months
1. Complete field location survey	2
2. Prepare Negative Declaration and Environmental Impact Statements	4
3. Obtain approval from OTC and FHWA	2
4. Prepare plans and specifications and right of way descriptions	6
5. Negotiate and purchase right of way	8
6. Advertise and award contract	2
Total Time	24

TENTATIVE SCHEDULE OF ACTIVITIES

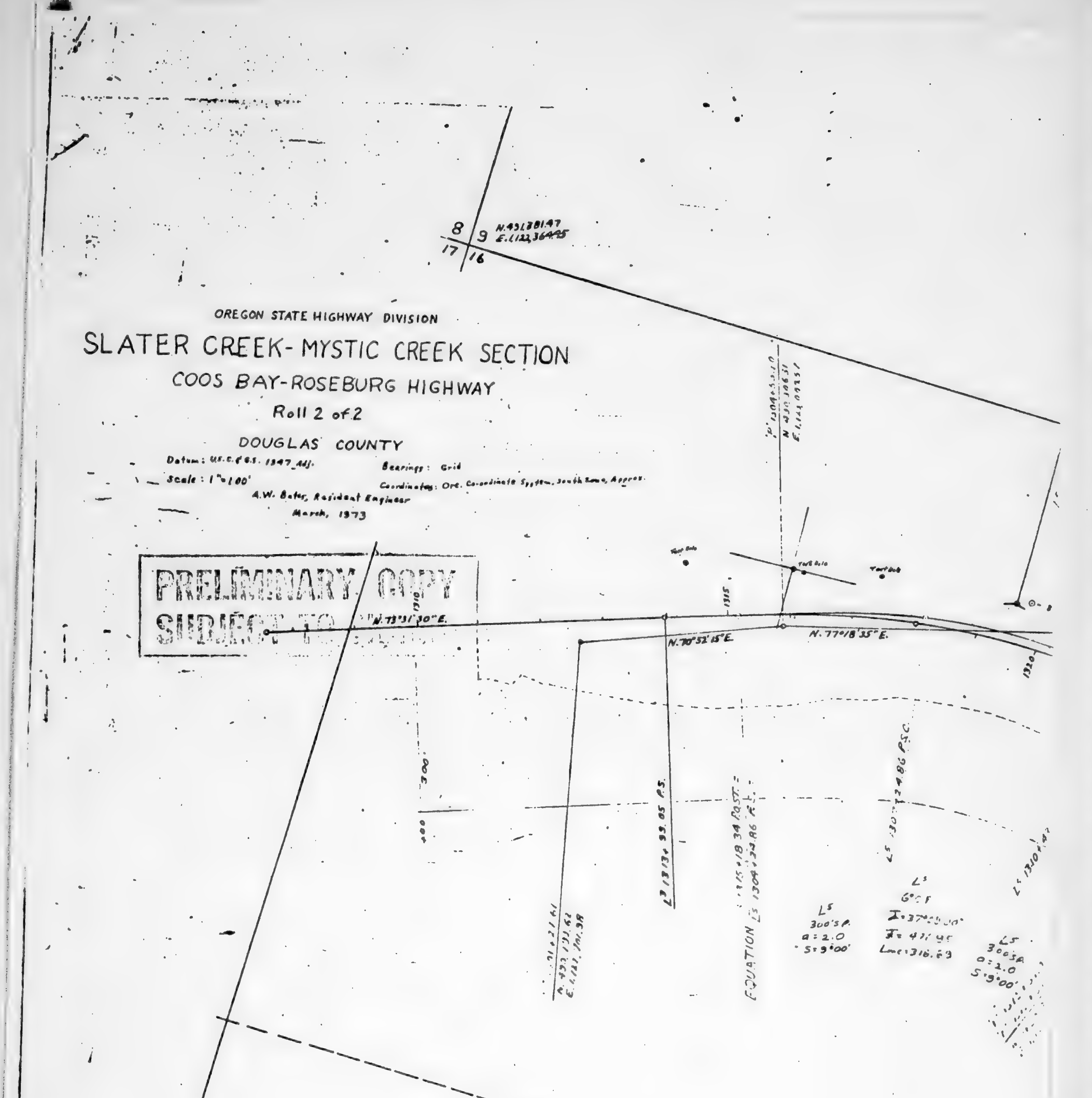
MYSTIC CREEK-CAMAS VALLEY SECTION

Activity	Time, Months
1. Complete field location survey	10
2. Prepare Draft EIS	12
3. Prepare exhibits, advertise and hold corridor/design public hearing	4
4. Analyze hearing testimony and prepare study report	4
5. Prepare Final EIS	6
6. Obtain approval from OTC and FHWA	2
7. Prepare plans and specifications and right of way descriptions	6
8. Negotiate and purchase right of way	10
9. Advertise and award contract	2
Total Time	56

TENTATIVE SCHEDULE OF ACTIVITIES

CAMAS VALLEY-MUNS CREEK SECTION

Activity	Time, Months
1. Complete field location survey	10
2. Prepare Draft EIS	12
3. Prepare exhibits, advertise and hold corridor/design hearing	4
4. Analyze hearing testimony and prepare study report	4
5. Prepare Final EIS	6
6. Obtain approval from OTC and FHWA	2
7. Prepare plans and specifications and right of way descriptions	6
8. Negotiate and purchase right of way	10
9. Advertise and award contract	2
Total Time	56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N.70°52'15"E.
N.77°18'35"E.
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L3 1313+99.05 P.S.
EQUATION 1315+18.34 POST. = LS 1304+24.86 P.S.
LS 1307+24.86 P.S.C.
LS 1310+42
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OREGON STATE HIGHWAY DIVISION

SLATER CREEK-MYSTIC CREEK SECTION

COOS BAY-ROSEBURG HIGHWAY

Roll 2 of 2

DOUGLAS COUNTY

Datum: U.S.C.&G.S. 1947 Adj.
Scale: 1"=100'
Bearings: Grid
Coordinates: Ore. Co-ordinate System, South Zone, Approx.
A.W. Bates, Resident Engineer
March, 1973

PRELIMINARY COPY
SUBJECT TO

OREGON STATE HIGHWAY DIVISION

SLATER CREEK-MYSTIC CREEK SECTION

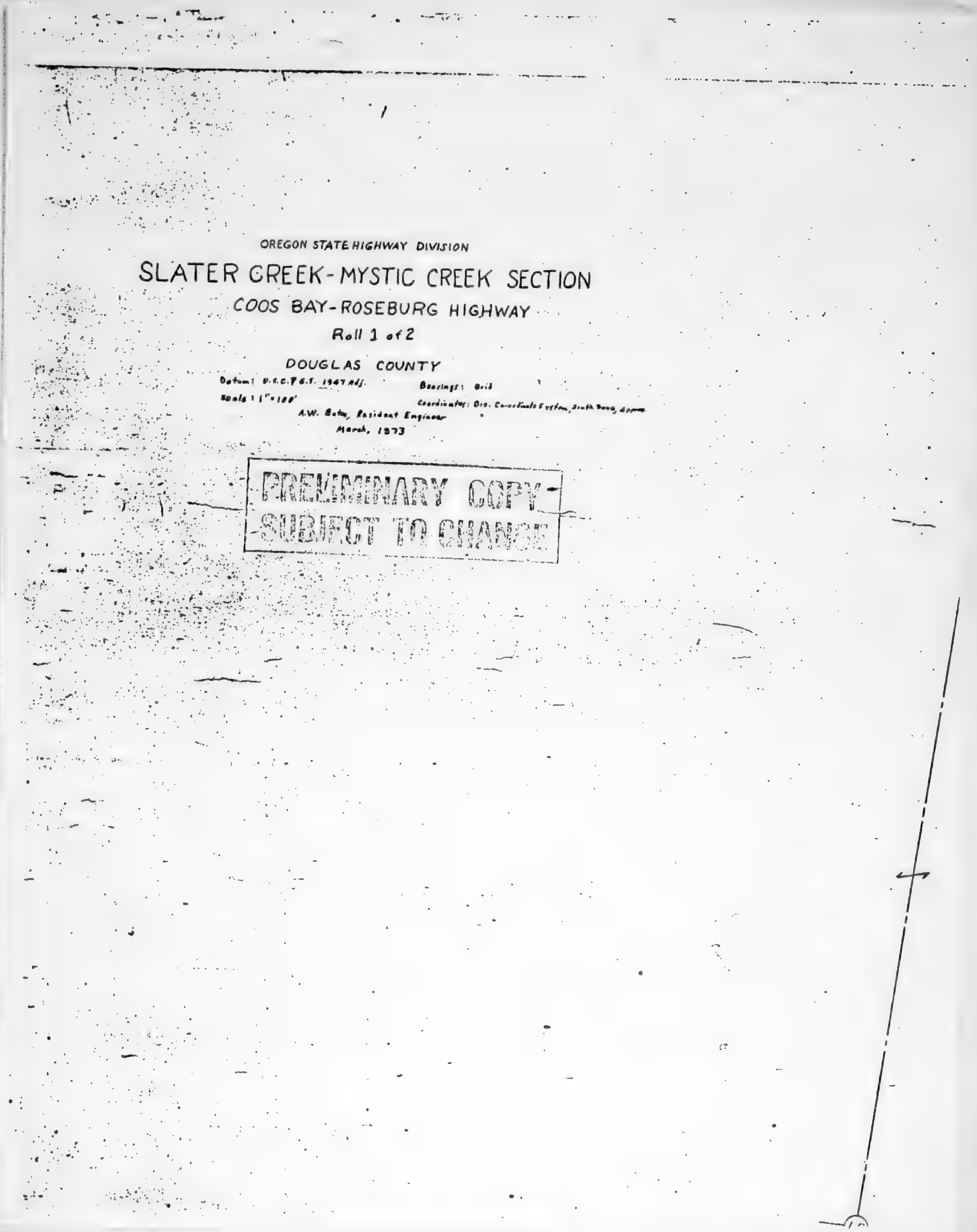
COOS BAY-ROSEBURG HIGHWAY

Roll 1 of 2

DOUGLAS COUNTY

Datum: U.S.C.&G.S. 1947 Adj.
Scale: 1"=100'
Bearings: Grid
Coordinates: Ore. Coordinate System, South Zone, Approx.
A.W. Bates, Resident Engineer
March, 1973

PRELIMINARY COPY
SUBJECT TO CHANGE



EAST-WEST HIGHWAY COMMITTEE
P. O. Box 210
Coos Bay, Oregon 97420
267-6519

May 12, 1975

Mr. Fred Klaboe
Administrator of Highways
140 State Highway Building
Salem, OR 97310

Dear Mr. Klaboe:

Thank you for having your office call regarding my letter of May 6, 1975, in which I asked for copies of the critical path statements on the Mystic Creek-Slater Creek section of Highway 42.

After talking with Mr. Heckard about the critical path statement, he explained to me that there should be two different statements--one which the contractor makes up after the project is contracted, and one which the Highway Department initially prepares as a proposed time schedule of how the project will be completed. The latter is the statement which he would like.

If you have any questions after reading this letter, perhaps you might call Mr. Heckard at 267-3128. Thank you for your patience.

Sincerely,

Stephanie L. Riess

Stephanie L. Riess
Coordinator

RECEIVED
STATE HWY ENG.
MAY 13 '75
REFER TO
Hunter
FOR
Info Inves R/D D/R Sign Act File

Ref: #BK 955

RECEIVED
MAY 13 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

5-20
Wolfe
R/D
Edli

EAST-WEST HIGHWAY COMMITTEE
P. O. Box 210
Coos Bay, Oregon 97420
267-6519

May 6, 1975

Mr. Fred B. Klaboe
Administrator of Highways
140 State Highway Building
Salem, OR 97310

Dear Mr. Klaboe:

Our Committee was happy to hear the news of the revised six-year construction plan proposed April 29, 1975, which includes three additional projects on Highway 42. We are anxious for this new plan to be adopted by the Transportation Commission.

May we have a copy of the critical path statements on the projects being proposed for Highway 42 as soon as they are available? At the same time, would you please send us a copy of the design study for the Mystic Creek-Slater Creek section.

(plans)
Feb or March

Thank you for the support you have given our Committee.

Sincerely,

Stephanie L. Riess
Stephanie L. Riess
Coordinator

RECEIVED
MAY 8 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

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Wolfe
R/O
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RECEIVED
STATE HWY ENGR
MAY 7 '75
REFER TO Hunter
FOR
Info | Inves | R&D ✓ | D&R | Sign | Act | File

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

ROSEBURG, OREGON LOC. 16-1

DATE May 22, 1975

TO ALFRED SHIRLEY, JR.
REGIONAL ENGINEER

FROM ELLIOTT PARKER
REG. ENGR. GEOLOGIST
by James A. Bilderback
JAMES A. BILDERBACK
Assist. Reg. Geologist

SUBJECT **PRELIMINARY SOILS & GEOLOGY REPORT**
MYSTIC CREEK--MUNS CREEK SECTION
Coos Bay-Roseburg Highway
Douglas County

Hi,
There is another
Soils Engineering report
that Ed [illegible]
[illegible]
BL

RECEIV
MAY

TOPOGRAPHY

The subject project area consists of two (2) canyon sections--Muns Creek-Camas Mtn. State Park (wayside) and Mystic Creek-Day Creek, with a structural upland valley in between (Camas Valley). The area is drained to the west by the Middle Fork of the Coquille River and to the east by Shields Creek drainage. The drainage patterns vary from dendritic to parallel depending on localized structural controls. The area although generally well-drained, does contain poorly drained portions such as marshes, clay flats, depressions formed by slumping and contained springs.

SOIL & ROCK UNITS

The project section consists of rhythmically bedded sandstone, siltstones & shales which are considered the middle member of the Umpqua Sedimentary Unit. Weathered products of these materials have returned to soils of the following variations: sandy silts, clayey silts to sandy clays. Reddish brown, slightly plastic sandy silts appear the most common.

The stratigraphy which exists in the present road cuts varies considerably in structure and consistency, and therefore requires variable contruction considerations. Materials vary from swelling clays and loose sands to thinly bedded siltstones, pebbly sandstones and shale to massive sandstones (some of which are interbedded with the thinly bedded silts and shales). Soils within the section generally erode easily. Rock units normally spall, slake, and ravel when exposed to air. These actions of the soil and rock units occur~~s~~ both during winter and summer months.

REFERRED TO
Wills
By Location Engineer

NOTED
G. C. WILLS

cc Gary Potter

These weathering actions are principally governed by; extent and type of vegetative cover, free water and contained moisture, slope section and exposure, past instability and construction activities. The slopes facing northerly within the two canyon sections generally have a thicker forest cover with more developed and fragile soil profiles. In exposed cuts a series of slope failures have developed after primary failures. Protection of slopes by cover and design, becomes important as a structural item in slope stabilization--rather than just from an aesthetic viewpoint.

Along some of the stream drainages conglomerates underly sandstones (such as along Tenmile Creek). In other areas terrace remnants provide prospective gravel sources (along Berry Creek). Sandstone units become much less apparent along the Shields Creek canyon (easterly end of project section). Folded thinly-bedded shales are quite frequent along road cuts with frequent slope failures occurring. Since the shale units have a higher clay content--the materials weather to a soil which has a higher degree of clay (mostly clayey silts in this section).

While slope failures are more prevalent on the east end of the project, landslides are more frequent on the west side of the project section. The westerly sector has higher and steeper hill slopes with loose blocks of rock incorporated within the slope masses.

CONSTRUCTION CONSIDERATIONS

In consideration of the above, it is suggested that the Camas Mtn. State Park-Muns Creek portion of the section be considered for nothing steeper than 1:1 slopes with benches for cuts deeper than 20'. The Shields Creek bottom area should be avoided since the area contains rather thick clay zones.

In the western sector consideration should be given to eliminating as many deep cuts as possible--especially along the south side of the Middle Fork of the Coquille River. In some of the high "ridge" areas benching becomes difficult because of extended catch points.

At least four (4) slide or slump zone areas are apparent which will and have had an affect on variations of routes. These areas have been noted along the Mystic Creek-Day Creek-sector. The size of the "slump areas" will have to be examined more closely. Surface indications show the 2 largest slump areas to be at the start of the project (near Mystic Creek) and the area on the south side of the River (nearly opposite Holmes Creek).

The following station to station description is a generalized sketch of the "purple route" along the west sector of the project section.

STA.	FEATURES	DESCRIPTION
0+60-6+00	near present align.	----
6+00-15+00	Involves structure & curvature.	This section passes under a slump zone which may require reshaping and/or tree removal and inlay.

STATION	FEATURES	DESCRIPTION
15+00-22+00	structure & crossing of present road	crossing will involve easily erodible sand foundation.
22+00-26+00	involves a cut to 45 feet in shale and soil with sandstone at base	a 1:1 slope should be considered with a bench structure
26+00-36+00	two structures, cut is minimal	foundation should show some massive sandstone
36+00-44+00	cut across Signal Tree Road, point--size of possible instability will be determined by drilling possible cuts to 35 feet	the area has undergone some adjustment--treatment of the slope to be determined through drilling
44+00-51+00	involves a structure and cut to 35 feet (could be as small as 10-15 feet) at least one spring will be encountered	cut will be somewhat dependent upon drilling on Signal Tree Road. the base of the point is massive sandstone a higher cut would enter an active slide and unstable slip zones
51+00-65+00	two structures	minor fill
65+00-70+00	to 35 foot cut, much of foundation will be massive sandstone.	soils overlying sandstone, slope design proposed ½:1 for sandstone and 1½-2:1 for soil
87+00-92+00	to 25 foot cut, slope appears stable	mostly soils with some sandstone and shale, possibly 1½:1 slope.

This description is intended to assist in defining a "P" line. When this is completed, a more definitive report can be submitted. Some drilling will be done to assist the decisions.

NOTE: Normally the road bases should be good except possibly near some structures. The large cuts provide the most problems. This route provides the least amount of earthwork which is advantageous as to water seepage correction and unprotected slopes during the construction season AND THEREAFTER,

Cut slopes on the project will involve four basic types of materials:

1.) Soil and/or weathered rock overburden
2.) Siltstone and/or interbedded thin-bedded siltstone and sandstone
3.) Massive or thick-bedded sandstone
4.) Soil slopes with a high content of clay

Type 1 material should be generally on slopes not steeper that 1½:1
Type 2 material, 1:1
Type 3 material, ½:1 - 3/4:1, depending on zones of interbedded siltstones and order of disintegration of sandstone and siltstone units; siltstones zones tend to spall off slopes
Type 4 material 1½:1 - 2:1

If sandstone zones should overlie softer and less resistant materials (thin siltstone beds) consideration should be given to slope mortar protection of these "softer" beds from undermining the massive sandstones and causing this material to break down.

NOTE: Several of the cuts of any significance will encounter more than one type of material and therefore would be designed under more than one slope design.

Wherever high clay content soils of type 1 and 4 occur (and to some extent type 2 - in heavy ravelling of slope prone failure zones), consideration should be given to fall-out areas or benches wherever cuts exceed 20-25 feet.

MATERIAL SOURCES

Massive sandstone outcrops are exposed in several places along the section which could be selected for channel protection riprap for the project.

R.C. Lawrence Prospect--This is a recently discovered prospect of terrace gravels along Berry Creek, approximately 2 miles from the east end of the section. The area is to be explored by backhoe for quantity and tested for A.C. quality. Prospect is located approximately 2½ miles south of east end of project.

Fanchin Prospect- - Undeveloped metamorphic outcrops which have passed for A.C. would have to be further explored, three miles east of east end of project.

Tenmile Creek Quarry-- An established proven quality for A.C. 73-1692 through 731697. Approximately 3¼ miles northwest of east end of project (metamorphic rock).

Newland Pit-- Developed conglomerate pit is suitable for base. In Olalla area.

Olalla Creek Bars-- Several bars have been noted which have been found to be of adequate quality for A.C. These properties are 4-5 miles from the east end of project. NOTE: More exploration work will be required to properly prove up most of the properties.

c.c. Victor D. Wolfe ✓
Marty Havig
Eb Englemann
File

Mystic Creek - Muns Creek Section
Mystic Creek - Camas Valley Unit
Coos Bay -Roseburg Highway
Douglas County

Location Narrative 1977

History:

Work on this survey commenced April 7, 1975. The field work began just west of Camas Valley because at this time no distinct units had been determined. While the field work continued westerly from Unit #3 towards the end on the Mystic Creek - Camas Valley Unit (Unit #1), the office crew began reconnaissance work, as this had not been done. It was during the reconnaissance phase that the three distinct units materialized. At this time priorities were also set: Mystic Creek - Camas Valley (Unit #1), priority #1; Camas Valley - Muns Creek (Unit #2), priority #2; and Camas Valley Unit (Unit #3), priority 3. Reconnaissance work was done simultaneously on all three units. The reconnaissance studies on Unit #1 were done on a 1960 aerial map, Mystic Creek - Camas Valley Unit, Powers Jct - Camas Valley Section, prepared by the photogrammetry unit. Eight different centerline projections were studied and compared on Unit #1.

Unit #1 begins at the end of Slater Creek - Mystic Creek Section, currently under construction. It proceeds up river (Middle Fork of the Coquille River), through a very winding, steep terrained canyon, ending where the canyon emerges into the valley. Approximate length of Unit #1 is 2.3 miles.

In November 1975, a Team One meeting was called by Mr. Alfred Shirley, Jr., Regional Engineer. From this meeting three alternatives were chosen on each of the three units, which included a "No Build" alternative. The other two alternatives chosen on Unit #1 was a "Red" line ("L") and a "Black" line ("L2"). The following is a comparison of the two alternatives from the reconnaissance study:

	Cu. Yd. Gen. Exc.	Cu. Yd. Waste	Channel Changes	Relocation Homes	Max.Horiz. Curvature	Structures	Cost
Black:	900,000	500,000	2	4	9°	6	$7,000,000
Red:	320,000	170,000	2	2	12°	6	$5,500,000

In addition, the Black line had 2,900 feet of safe passing sight distance, the Red line, none. The Black line had one 9° curve, four 6° curves, and one 4° curve, while the Red line had five 12° curves, one 10° curve, one 8°, and one 2° curve. As can be seen, Black line alternative has much more desirable alignment, but has more waste to get rid of and of course costs more, ~~which~~ while the other (Red line) has less desirable alignment, but much less excavation and waste and costs significantly less. Team One's direction was to prepare field designs sufficient for a corridor-design hearing on both alignment~~s~~.

The field work commenced very well until we got to an 80-acre parcel owned by a Mike Smith. There was no indication of the problems to come when we began surveying through his property as permission to enter and survey was asked for and obtained from Mr. Smith. The first three to four weeks on his property went O.K., but then the field crew started experiencing some harassment from Smith. It was minor in nature to begin with, like some off-color snide remarks about highway department employees in general. However, the harassment grew worse and finally culminated by two of my crew members getting pushed and punched by Smith in front of his house (the crew was on the highway right-of-way at the time). All work was then stopped on Smith's property and the crew started work on the west end of the project.

Approximately two months later, permission was again given by Smith for us to return and complete our field work through his property. However, from our previous experience with Smith we had learned that we had best not spend too long getting done and off his property.

It was decided to obtain the minimum amount of field data and try to fill in or correlate with the 1960 aerial map, which we did. However, quite a lot of error is evident between the completed detail map and the aerial map in other areas, which leaves some doubt in my mind as to the accuracy of our map through this area. For this reason and the fact our information was gathered very hurriedly I would recommend the chosen alignment be field staked and cross-sectioned from "P" 168 to 205 before any right-of-way is purchased. A court order and police protection may be necessary.

On the day we were finishing on his property he again exploded and vented his hostility on me this time, as I was the recipient of his pushing and verbal abuse. His harassment was not just limited to when we were on his property as occasionally he would range up to a quarter of a mile away looking for us.

His harassment was not confined to us because he later threatened two maintenance men potholing the highway in front of his house and he once threw a 2" x 4" at the State's striping truck. He also pointed a shotgun at my crew once as they drove by his house.

In March 1976 a meeting was held with a representative, (Jerry MacLeod) of the Department of Fish and Wildlife at which time we reviewed the proposed channel changes (see memo to file 3/19/76). Mr. MacLeod was not too critical of the most westerly channel change which was common to both lines, however he did voice some concern with the easterly channel change on the Black line ("L_2"). He indicated they would definitely scrutinize and study this proposed change in detail. An obvious alternative (Red line) that would eliminate this channel change was apparent to him. However, we proceeded developing both alternatives as directed by Team One.

From a couple of meetings with the Bureau of Land Management, it became apparent that we were going to have a very difficult task to reconnect their existing Signal Tree Lookout access road to their required standards. The only Practical way to reconnect this access would require approximately 1,300 feet of new road to construct, plus the new access would require us obtaining easements through a different ownership. After discussing this with the Region staff it was decided to study an alternative to the Black line ("L_2") through this area. Thus the Orange line ("L_5") became another projection. Preliminary cost estimates indicated the Orange line ("L_5") alternative could be constructed for the same cost as the Black line ("L_2") through this area. The Orange line ("L_5") added two additional structures accross the Coquille River, but it eliminated the westerly channel change and it reduced the excavation from 433,000 cubic yards to 163,000 cubic yards and eliminated a lot of waste material. This alternative allowed us to reconnect BLM's Signal Tree access road nearly in the same location as the existing approach plus it required only 700 feet of new road.

Then in August 1976 the Citizen Advisory Committee approached me inquiring of the feasibility of an alternate route along the northerly side of the river from Holmes Creek to the end of the unit (see memo to file 8/4/76). This proposed alternative of course would eliminate the most desirable part of the Black line, the safe passing sight distance. But the Citizen Advisory Committee objected to the Black line because they felt it severed and made useless several potential homesites and of course it displaced one additional residence. After discussing the Committee's concern and proposal with Region it was decided to study the feasibility of an acceptable alternative. Thus the Blue line alternative ("L_3") became yet another projection. Again after preliminary studies, the Blue line appeared to have some merit. It would reduce the cost by approximately $200,000 and eliminate the channel change which was objectionable to the Fish and Wildlife Commission. It was felt the loss of the safe passing sight distance, since it was immediately west of the valley area which has approximately 6,000 feet of safe passing sight distance was not all that detrimental or severe.

Another meeting with Team One was then held in November 1976 at which time the combination Black ("L_2"), Orange ("L_5"), and Blue ("L_3") alternative along with the Red ("L") alternative were agreed upon. The most easterly channel change on the Red line was eliminated by moving the alignment a little further away from the river and one residence was saved by a little line shifting. The Black, Orange, Blue alignment now has no channel changes, the same one 9° curve, but the other horizontal curves changed to three 6°, one 5°30', one 8° and one 2° curve.

Standards:

Proposal for this section is a Class A highway which would deviate from the standards by:

(a) One 9° curve, or five 12° and one 10° curve.
(b) Sub-standard spiral lengths on many of the curves.
(c) Eight-foot paved shoulders.

Typical Sections:

The typical section for the highway section will be as follows:

Two-inch future asphalt concrete surface.
Two-inch Class "B" asphalt concrete wearing surface.
Two-inch Class "B" asphalt concrete base course.
Eleven-inches Cement Treated Base.

Except for tapered sections the widths are two 12-foot travel lanes, two 8-foot shoulders, rock side slopes of 4:1. Note, the original preliminary base design from Salem called for six inches Lime Treated Subgrade, eight inches Cement Treated Base, and four inches Class "B" Asphalt Concrete plus two inches future because it was thought this was the design that was to be used on the Slater Creek - Mystic Creek project. Consequently all the profiles reflect this 14" total base and the finished grades on all the profiles should be raised three inches to match the final base design. Better soils than originally anticipated combined with a lot of sandstone cuts eliminated the need for lime treatment.

The BLM Signal Tree Lookout access road will be as follows as per letter from BLM engineers (copy attached):

(a) 12-inches of 1"-0 Aggregate base

(b) 4-inches Class "B" Asphalt Concrete wearing course

Top width for BLM access road is 12 feet, except at intersection with highway, where it should be 22 feet. The side slopes are to be 3:1, with a 20-foot subgrade width. Maximum vertical grade they specified was 12%.

Horizontal Alignment:

Coordinates for this project are Oregon Grid South Zone. The grid coordinates and grid bearings were begun by occupying Standley Monument and sighting Camas 2 Monument. There was no practical way to tie the west end of our survey into another control point, so it is loose ended, so to speak. For this reason no adjustment has been made on the coordinates, however we did tie into the easterly end of the Slater Creek - Mystic creek Section. Our unadjusted closure with the east of Slater Creek - Mystic Creek was not too bad, however there is 15-minute bearing equation (see "P" coordinates sheets #11 & 13).

The "P" line was run with a Kern, one second theadolite and a Kern E.D.M. 500 which was loaned to us for demonstration purposes. It took only two days to complete the 2.7 miles with this equipment. We had to later station the "P" line and we then check chained all of the "P" line at the same time and it turned out very close (see "P" line transit notes). The open end closure was discussed with Fred Jeter. This "P" line and other "P" and "T" lines that were staked off main "P" line were used as control for topography, property pin ties, contours, et cetera.

The "L", "L_2", "L_3", "L_5" lines are not field staked "L" lines, they are map projections only, from coordinates. They probably should have been labeled A, B, C, D, etc., but we started with "L" lines, so we did not switch.

Vertical Alignment:

As mentioned previously the final base design thickness changed from the preliminary one which was used for all the profiles. Finish grades on all profiles will have to be raised 3-inches to accomodate change.

Waste:

There is considerable surplus excavation to be wasted on both alignments. The Black, Orange, and Blue line has approximately 230,000 cubic yards surplus to waste and the Red line has approximately 107,000 cubic yards.

The following are proposed waste sites for the Black, Orange, Blue line:

> The most westerly proposed waste site is the area isolated south of Orange line, north of existing highway and east of Signal Tree Lookout access road. It is possible to get at least 56,000 cubic yards in this area. Some timber would have to be cleared from this area and it should be re-seeded to timber.

The largest proposed waste area site is through the State Highway's Stockpile Site just east of Holmes Creek. It is proposed to waste approximately 186,000 cubic yards at this site. This site is proposed to have a level top and can be accessed for continued use as a stockpile site, or it could also be used as a potential wayside.

The proposed waste sites for the Red line are as follows:

The stockpile site in which we could safely place up to 71,000 cubic yards, however this would effectively negate this as a future stockpile site as a usuable flat top is impossible on the Red line (see cross sections). There are several smaller waste sites adjacent to roadbed scattered along the Red line (see cross sections and/or detail map).

There are two additional waste sites that could probably be used or substituted for some or all of the above mentioned sites. These are:

Holmes Creek Waste Site which lies northerly of Holmes Creek approximately 700 feet up stream from the mouth of Holmes Creek. It would be possible to easily place 150,000 cubic yards and probably up to 200,000 cubic yards waste in this site. (See photos of site) The other possible site is northerly of the highway between Days Creek and the river. This is an old abandoned mill pond and it is possible to place approximately 20,000 cubic yards here (this site is shown on the 1960 aerial map used for our reconnaissance estimating).

If the Red line is to be constructed, and if Maintenance still needs the Stockpile Site as a stockpile site (J. McCormick, District Engineer, has indicated he would like a stockpile site someplace in the near vicinity) I would then recommend that the Holmes Creek site be used. In addition I would recommend the Holmes Creek site if either one of the proposed sites for the Black, Orange, Blue line turn out to be objectionable. I should also note that the proposed waste sites have been discussed with Soils and Geology.

The plans should show the outer three to four feet of waste areas bordering the river to be rock embankment. No payment was intended for this material and has not been included as rock slope material. There should be more than sufficient rock available in the cuts for this.

Materials:

Black, Orange, Blue line: This alignment will require 413,991 cubic yards of general excavation, 9,831 cubic yards of embankment foundation excavation, and 24,943 cubic yards of rock slope protection, type 2.

Red line: This alignment will require 270,576 cubic yards of general excavation, 12,045 cubic yards of embankment foundation excavation, and 33,958 cubic yards of rock slope protection, type 2. Part or all of the 16,235 cubic yards of excavation in the channel change may not be suitable for use in the highway embankments, so on the mass diagram I have shown this material hauled to the stockpile waste site.

The rock slope protection material is to be the better selected sandstone from the road bed excavations on both alignments. The earthwork sheets indicate anticipated amounts of better sandstones from selected cuts where surface conditions indicate better, blocky sandstone. The sandstone for the rock slope protection is included in the general excavation quantities, and an amount equal to 90% of required rock slope protection was shown from these selected cuts on the rock slope protection mass diagrams. Some future drilling is planned yet for one of the selected rock slope material cuts, "L_5" 1540 - 1545.

All the proposed cut slopes, benches, etc. were designed in accordance with the Soils and Geology report and the completed plotted sections were reviewed together with the Soils and Geology department (A copy of their report is included). Basically, a 3/4:1 cut slope was used where predominately sandstone is anticipated and 1:1 slopes where a lot of shales are interbedded with the sandstone. Some 1½:1 slopes were used where soils are predominate. On both alternatives the embankment slopes were designed as flat as possible to minimize the amount of waste, however to minimize impacts on the river it was necessary to use 1½:1 slopes in a number of areas.

Within the last few weeks numerous pop outs and slope failures have occurred on the Slater Creek - Mystic Creek construction project. These were discussed with Al Bates, Resident Engineer. He indicated the failures, which are mostly at the tops of the slopes, are caused from collected loose, unstable materials laying in the small drainage draws. He said if the tops (toes) of the cut banks had been more severely rounded off this would not have occurred. From this, I would recommend the same thing for this unit, and a minimum of 30 feet of right of way outside the toe of cut slopes. The detail maps presently show a minimum of 20 feet of right of way.

Soils and Geology drilled extensively in the Signal Tree access road area and on the south side of the river opposite Holmes Creek. Originally there was some concern that there may be some unstable ground in the Signal Tree access road area, but the exploration failed to confirm that. The area south of the river opposite Holmes Creek (called "old millsite" area) did indicate very unstable ground, however our proposed alignments are just on the fringe of the unstable area. The Red line comes closest to this area.

Only one of the exploration holes (drill hole #1) in this area was field tied and plotted on the map (the one closest to the proposed alignments). The exploration in this area did have a bearing on the seledtion of alignments from the reconnaissance projections. Also one exploration hole was drilled at centerline of "L_3" 1550 (drill hole #8), Signal Tree Road site.

There are three areas where some slide problems may occur. The proposed alignments attempt to minimize this possibility as much as possible. The first area is opposite "L_2" (Black) 1488. There is a massive inactive slide from the west end of this project to Mystic Creek along the existing highway, and our projections may just barely nick the southerly limits. The second area is the cut through the point on south side of the river opposite Mystic Creek (area "A" on Soils and Geology report). To minimize the possibility of a slide, we have proposed the 9° curve on the Black ("L_2") and 10° curve on the Red ("L") line. With these alignments we are taking only a small sliver off this hill. The third slide area was the one mentioned above (opposite drill hole #1, "Old Millsite" and area "D" on Soils and Geology report). All of these areas have been discussed and viewed with Soils and Geology. It was felt since the chances were kind of "Iffy" of any slide problems, a contingency amount of $50,000 in the contract should take care of any corrections should they prove necessary.

A small flowing spring emerges at the base of the hill opposite "L_2" (Black) 1496 + 25. An 8" drain pipe system and a rock blanket embankment foundation is proposed for this problem. A rock blanket embankment foundation has been recommended for the area "L_2" 1496± to 1498 ± and "L_5" 1511± to 1516±. Inspection revealed some possible underground water networks in these two areas, so the rock blanket is recommended for embankment support in case any uneven original ground settlement should occur (see cross sections for details). Rock slope material, Type 2 can be used for this.

Rock Slope Protection thickness recommendations are for a three-foot deep blanket on fills 2:1 or flatter and a four-foot blanket for 1½:1 slopes.

The material sources for this unit are as follows:

(1.) C.T.B. aggregates can be taken from the Kincheloe Quarry which is 18.0 miles west of west end of project. (There is some question regarding A.C. aggregates - see letter from J. Bilderbeck dated 3/14/77.)

(2.) A.C. and C.T.B. aggregates could come from the Tenmile Quarry located approximately 15.5 miles from the west end of the project.

Both sources have adequate amounts of suitable aggregates for this project. The Twelve-mile Conglomerate Quarry may also be considered.

The following was used for a guide line in determining shrink and swell factors for the mass diagrams:

1. Sandstone (blocky and massive) - 25% swell.
2. Clay - 25% shrink.
3. Sandstone boulders - 0.0
4. Some sandstone, but with more Shale - 5 - 10% shrink.
5. Half sandstone, and half shale - 0.0

These were the same guidelines that was used on Slater Creek - Mystic Creek section. The shrink, swell factors used on the preliminary balance sheets were estimated, using the above five guidelines based on the amounts of sandstone, shale, and soils I estimated to be in each of the cuts. The mass diagrams were not prepared for Stage Construction, consequently there should be some cross haul added to the computed overhaul. A new mass diagram using staging can be prepared when the alignment is chosen.

Right-of-Way & Abandonments:

The portions of existing highway right-of-way that will not be required as right-of-way for the new alignment should be abandoned to the adjacent property owners. Some provision will have to be made, either to obliterate or to block from use, the existing Coquille River Bridge near the east end of this unit.

There were several old logging roads or skid roads along the existing highway that I have not shown approaches for. They are not being used and of course they would be costly to reconnect to new alignment.

The local B.L.M. office has requested a new approach in the vicinity of "L_5" 1503±, plus the reconnection of the Signal Tree Lookout access road. A copy of their letter requesting these, plus their standards is enclosed with submittal. The Signal Tree access road is being used as a public road, however it crosses privately owned land and B.L.M. only has easement rights. Perhaps our right-of-way and legal sections can determine whether we should obtain easements in B.L.M.'s name or fee title.

Construction easements will have to be obtained to reconstruct Smith's road opposite "L_3" 1564± - 1572±, plus easements for some of the proposed waste areas.

West Side Road, which is a county road will have to be reconnected on both of these alignments.

Structures:

The Red alignment requires five structures over the Coquille River, whereas the Black, Orange, Blue line requires seven structures over the Coquille River. Each requires a structure over Holmes Creek. Due to the number of structures involved, there was no attempt to prepare vicinity maps. This too will have to be done later after an alignment is selected. The ends of the proposed structures are approximate, but should be pretty close. A new R.C.B.C. is proposed for Days Creek as the existing one is undersized. The drainage study indicated a 6 ft. x 3 ft. would be adequate. This R.C.B.C. is common to both alignments.

Drainage:

With the exception of Days Creek at "L_3" 1596± we have not made hydraulic studies of any of the drainage ways as it was decided to omit this until one alignment is chosen (hydraulic vicinity maps of proposed structures will also need to be done).

A hydraulic study along with vicinity map was completed for Days Creek drainage as the R.C.B.C. across the highway is common to both alignments. The existing 3 ft. x 4 ft. was found to be inadequate. We have proposed a 6 ft. x 3 ft. R.C.B.C.

All the culvert pipes indicated on the detail map were sized by a quick inspection of the terrain without a hydraulic study. These culverts sizes I believe are pretty close, but hydraulic studies per Hydraulics manual may have to eventually be done. Most of the existing highway culverts are 12-inch diameter and are adequate where they are kept clean.

Early in the location phase of this project I arranged a tour of the job with State Highway Maintenance Foreman, Earl Pritchard to get his input on known highwater elevations. The following is a summary of his observations:

1. The middle fork of the Coquille River has been up to within two feet of the inside edge pavement at Mystic Creek culvert, elevation 1,023.5.
2. The river has never been up over the top of the existing highway just west of Signal Tree road access.
3. The water has been up to within two feet of the deck of existing wood structure over Holmes Creek, elevation 1,034.0.

4. The river has been up to the highest edge of pavement at the existing 12-inch culvert at Red Line ("L") Sta. 1547 + 38 which is elevation 1,035.
5. River has been approximately 18-inches over top of the highway at Red line ("L") 1556 + 25±, elevation 1,038.5.
6. River has never been up close to top of existing Coquille River Structure near West Side Road.
7. The existing 3 ft. x 4 ft. R.C.B.C. at Days Creek was not adequate

Mr. Pritchard has been either section foreman or helper through this area since 1960. Attempts were made to get flood plain information from the usual resources but they had absolutely nothing through this area. A big runoff on the river occurred in January 1976. Elevations taken of highwater are shown on Black ("L_2"), Orange ("L_5"), Blue ("L_3") detail map.

The elevations of the top of rock slope protection were designed 3 - 4 feet above the flood elevations given to us by Mr. Pritchard. No physical evidence along the river (i.e. debris in tree limbs, etc.) was found that indicated flood elevations any higher than what was used. I also talked to a Mr. Ford Baker, a long time resident along the river and he substantiated what Mr. Pritchard had said, at least in front of his house.

Stage Construction:

Stage construction plans have not been prepared as this too has been saved to be done later upon selection of an alignment. However, stage construction and detour details are shown on the plotted cross sections and are complete enough to show how the staging can be accomplished. Also the proposed detours are shown on detail map.

The Red line ("L"), I believe, will be the most difficult of the two to stage construct. The cut slope along the existing highway "L" 1570 - 1580 will probably have to be brought down and cleaned off highway during temporary traffic delays. The Blue ("L_3") alignment would also have this same condition, but not quite as long of a section.

Most of West Side Road reconnection can be constructed without closing the existing county road, but there probably will be a short period of time it will have to be closed to complete the main line embankment across county road. This road loops around the valley back into Camas Valley so access could be maintained, with some inconvenience. Any proposed temporary closure would have to be worked out with Douglas County.

Utilities:

The only utilities located on this unit are a power distribution line owned by Douglas Electric Cooperative and a small buried telephone service cable owned by Pacific Northwest Bell. None of the telephone cable is in actual conflict with construction but if left in place where it is, it will end up under different parts of our new road bed and some would be on right-of-way proposed to be abandoned. All the telephone facilities would be non-reimbursible.

Douglas Electric Cooperative will have 13 power poles in conflict, 9 of which are located on private property on the Blue ("L_3") line. On the Red ("L") line they again have 13 poles in conflict of which 6 are located on private property.

Special Provisions:

Item -- Removal of Structures and Obstructions

Included in this item is the removal of two houses from the "L_2", "L_5", "L_3" line and one house on "L" line. In addition, it is planned to remove existing wood structure over Holmes Creek. There are some treated timbers that should be salvaged and given to Oregon State Highway Division Bridge Crew.

The concrete structure over the middle fork of the Coquille River should not need to be removed as I believe it can be effectively blocked from use by placing waste material at each end.

Item -- General Excavation

Included as general excavation is the sandstone material from road bed cuts that is to be used for the rock slope protection material and the rock in the grouted rip rap. Also the channel change excavation is included as general excavation.

Item -- Extra for Rock Slope Protection, Type 2

This will require some sorting and possibly stockpiling. This same material is to be used for the rock blanket embankment foundation areas. Payment at unit bid price will include all costs for sorting, handling, and placing.

Item -- Overhaul

Overhaul payment has been computed for the hauling of the rock slope protection material. As mentioned previously the general excavation mass diagram did not include the additional cross haul from the stage construction.

Item -- 8" Tide Gates

These tide gates are to be installed on the 8-inch culvert pipes that drain the perforated pipe system around Sta. 1555 - Sta. 1570 and is intended to keep the river from backing up into the subgrade during periods of high water run off.

Item -- 18" Tide Gates

Same as above.

Item -- Type 1 Guard Rail

This guard rail is necessary on the "L_3" line on Smith's access road for safety reasons.

Item -- Grouted Rip Rap

The rock for this item shall conform to Class 100 rip-rap size, but is to be selected from the roadbed cuts. No extra payment to be allowed for selecting, sorting, stockpiling or hauling.

Item -- Extra for Asphalt Ditch Lining

A 400-foot section of the roadbed ditch on the Red line ("L") sta. 1552 - 1555± is proposed to be lined with asphalt. The grade line on the ditch because of reversing curves is only 0.2%.

M. G. Havig

M. G. Havig
Resident Engineer

4-15-75

Funds that could be expended on Highway 42:

Primary Rural - 1976 federal funds in the total amount of $12,550,000 were made available for contracting early this year. These funds have all been allocated to highways on the rural primary system which consists of 2,845 miles. A project - Slater Creek-Mystic Creek - will be contracted this fall (if the EIS is quickly approved) partially out of these funds.

New federal legislation will have to be passed by Congress if any further Federal Aid funds for this system are to become available. If they do, we hope to contract either the Mystic Creek-Camus Valley Section or the Remote Section, depending on which we can get ready first, using 1977 funds.

There are also existing EGC funds available in the total amount of $2,797,076 which will be combined with the Primary Rural funds to do the Slater Creek-Mystic Creek Section.

The Primary Priority system has been mentioned as a possible funding source. We have been allowed by the Federal Government to place 100 miles on this system. All miles have been allocated. The total amount of 1976 funds allocated to this fund is about $3,900,000. No more Primary Priority funds are expected to be allocated by Congress.

NOTED
F. B. KLABOE

The increased revenue package includes $28,000,000 for the next biennium to do bond fund jobs. Douglas County's share would be $2,300,000 and Coos-Curry Counties would have $1,400,000 for a total of $3,700,000 that could be applied to this highway if both Councils of Government agree that this is their number 1 priority.

We know of no other funding possibilities at this time.

F. B. Klaboe
April 15, 1975

Donald Bentz, Director of Public Works, Roseburg
Douglas County Board of Commissioners, Attn: Larry Michaels
Coos County Board of Commissioners, Attn: Woodrow Robison
Dale Ennor, City Manager, Winston
James Howe, City Manager, Myrtle Point
Robert Bryan, Mayor, Coquille
Richard Kahanek, City Manager, Coos Bay
Alfred Roth, City Manager, North Bend

March 27, 1975

NOTED
E. S. HUNTER

NOTED
F. B. KLABOE

This office sent two recent letters dated March 17 and 18, 1975, concerning the East-West Highway Committee's priority list for construction projects on ORE42. Each governmental agency was asked to review the six projects prioritized in the preferred order of construction by the Committee.

The first list of projects was presented in an incorrect order. Unfortunately, the letter sent the following day was again in error. Below are the six projects in their proper priority order as established by the East-West Highway Committee which we ask once again for you to review and send your comments:

1. Slater Creek-Mystic Creek
2. Mystic Creek-Camas Valley
3. Remote Section
4. Camas Valley-Muns Creek
5. China Camp Marsh-Coquille
6. Muns Creek-Winston

The Slater Creek-Mystic Creek and the Remote Section projects have had more field work completed than the balance of the projects, making them more suitable for early construction as funds become available. A sketch map is enclosed for orientation with the projects marked in the same order as the Committee's priority.

RECEIVED
STATE HWY ENGR
MAR 28 '75
REFER TO
FOR
Info | Inves | R/D | O/R | Sign | Act | File

Very truly yours,

ALFRED SHIRLEY,
Regional Engineer

RECEIVED
MAR 28 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

GLC/dt
Enclosure

cc: P. B. Klaboe – Original Memo of Feb 28 was Correct
L. W. Rulien
C. Andrew Nasburg

ROSEBURG REGION
RECEIVED
FEB 28 1975

PLA 12-1

Roseburg, Oregon
February 28, 1975

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

GLEN L. CLARK
Regional Federal-Aid Engineer

Report of Second Meeting with
East-West Highway Committee

MEMO TO FILE

On Wednesday, February 26, 1975, as promised the subject Committee at our first meeting (held in Myrtle Point), a second meeting was held with the Committee to present the following:

1. A list of possible contract projects (to complete the reconstruction of ORE42).

2. A typical cross-section for these contracts.

3. An indication of what the Committee could reasonably expect from the Governor's accelerated maintenance program (in relation to ORE42).

Some 12 regular members of the Committee were in attendance. All of the members attending the first meeting were also in attendance at this meeting in Coos Bay at the Thunderbird Motel. Mrs. Jack Ripper (wife of Senator Ripper) also attended, as well as a representative of the Coos Bay World newspaper. Mr. Alfred Shirley, Jr., Mr. B. E. Brown and the writer represented the State.

Mr. Shirley presented the latest information available regarding the release of impounded funds by President Ford and its affect on the "circle route" of Ore42-US101-ORE38. Each member was given a colored large size bar graph (apportionment balances by major categories and graphed by percentage of apportionment obligated), along with the FY/1975 chart showing the anticipated rate of past and future obligation. In addition, a list of three projects scheduled for immediate contract letting (with an attached map) was passed to each member. These three were the Scottsburg-Golden Creek, Douglas County Line-Hauser and the Clear Lake-Coos County Line projects. A list of six ORE42 projects for future construction was handed out (attached).

This large and enthusiastic Committee was hard to communicate with. The meeting lasted two hours and there was a tendency for two or more internal conversations at one time. The impact of the financial picture presented was somewhat diluted by the Committee's own efforts to talk to U.S. and State politicians and officials on this subject prior to the meeting.

Factions of the group tried to go back in time to alleged Highway Division commitments in the 1950's to prepare projects for the reconstruction of ORE42. It was difficult for those Committee members to understand why all of the six future projects presented were not "on the shelf" status.

Chairman C. Andrew Nasburg was able to bring the Committee up to 1975 reality and was able to get a vote on prioritizing the six projects as had been requested (by the Highway Division).

The following order was voted:

1. Slater Creek-Mystic Creek.
2. Mystic Creek-Camas Valley.
3. Remote Section.
4. Camas Valley-Muns Creek.
5. China Camp Marsh-Coquille.
6. Muns Creek-Winston.

The China Camp Marsh project (No. 5) was not necessarily requested for construction but rather placed late in the program with hope that the Coquille reroute (by-pass) location could be settled prior to construction of the actual China Camp Marsh project.

The Committee had three city representatives in attendance. Mr. Shirley indicated that the Committee might handle getting all the cities and counties to concur in the Committee's prioritized project list.

There was a strong faction which thought we did not know our business in suggesting a good two-lane standard for the six future projects. Their contention was that as soon as the projects were completed, generated traffic would make the two-lane treatment obsolete. They suggested four-lane right-of-way if we insist two-lane construction is proper.

By a copy of this memo, I am asking Mr. Robert Royer to consider explanation of traffic forecasting aimed at documenting our position for presentation at forthcoming Committee meetings.

The only other major thought was that we indicated an EIS for the overall route (Roseburg to Coos Bay) should be started early.

GLC/dt
Attachments

cc: F. B. Klaboe
Robert Royer
L. W. Rulien
Gary Potter
B. E. Brown

9633

[illegible] 1

OREGON STATE HIGHWAY DIVISION

REGION 3

P.O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

March 17, 1975

D. Bentz, PWD, Roseburg
Douglas Co. Bd. of Comm., Atten L. Michaels
Coos Co. Bd. of Comm., Atten Woodrow Robison
Dale Ennor, City Manager, Winston
James Howe, City Manager, Myrtle Point
Robert Bryan, Mayor, Coquille
Richard Kahanek, City Manager, Coos Bay
Alfred Roth, City Manager, North Bend

As you may be aware, the Region Office of the Highway Division has been meeting with the East-West Highway Committee in an effort to develop a priority list of construction projects which, if constructed, would upgrade the Coos Bay-Roseburg Highway (ORE42) to current standards. The committee has prioritized these projects in the order shown below. The idea of prioritizing is to enable the Highway Division to plan preliminary engineering in the most efficient and proper manner and to have projects ready when funds become available.

The committee has been advised that all the affected governmental units would be contacted in this regard. It was also indicated to the committee that such prioritizing was not necessarily final and could be changed in the future if all agreed.

If you would, please consider the six projects listed below and advise what changes in priorities, if any, you would make.

1. CHINA CAMP MARSH-COQUILLE SECTION
   Length - 4.3 miles
   Estimated Cost:

Grading and Paving -	$3,370,000
Structures	70,000
Right-of-way	910,000
TOTAL	$4,350,000
1973 Accident Rate	1.95 A/MVM
1973 Statewide Rate	1.78 A/MVM
1973 Average Daily Traffic	7,525

NOTED
E. S. [illegible]

Hunter [illegible]
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RECEIVED
MAR 19 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

MAR 19 1975

2. REMOTE SECTION

Length - 1.6 Miles

Estimated Cost:

Grading and Paving	$1,240,000
Structures	200,000
Right-of-Way	20,000
TOTAL	$1,400,000
1973 Accident Rate	4.72 A/MVM
1973 Statewide Rate	1.78 A/MVM
1973 Ave. Daily Traffic	1,450

3. SLATER CREEK-MYSTIC CREEK

Length - 4.7 miles

Estimated Cost:

Grading and Paving	$7,460,000
Structures	740,000
Right-of-Way	80,000
TOTAL	$8,280,000
1973 Accident Rate	0.85 A/MVM
1973 Statewide Rate	1.78 A/MVM
1973 Ave. Daily Traffic	1,425

4. MYSTIC CREEK-CAMAS VALLEY

Length - 5 miles

Estimated Cost:

Grading and Paving	$6,500,000
Structures	500,000
Right-of-way	350,000
TOTAL	$7,350,000
1973 Accident Rate	3.45 A/MVM
1973 Statewide Rate	1.78 A/MVM
1973 Ave. Daily Traffic	1,590

5. CAMAS VALLEY-MUNS CREEK

Length - 6.0 miles

Estimated Cost:

Grading and Paving	$5,200,000
Structures	400,000
Right-of-way	70,000
TOTAL	$5,670,000
1973 Accident Rate	2.23 A/MVM
1973 Statewide Rate	1.78 A/MVM
1973 Ave. Daily Traffic	2,050

6. MUNS CREEK-WINSTON
Length - 11.2 miles
Estimated Cost:

Grading and Paving	$2,600,000
Structures	350,000
Right-of-way	400,000
TOTAL	$3,350,000
1973 Accident Rate	2.98 A/MVM
1973 Statewide Rate	1.78 A/MVM
1973 Ave. Daily Traffic	2,890

If you have any questions, please contact this office.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

Glen L. Clark

By GLEN L. CLARK
Regional Federal Aid Engineer

GLC/cw

cc L. W. Rulien ✓
C. Andrew Nasburg

Telephone 503/672-3311, Ext. 44
Douglas County Courthouse
Roseburg, Oregon 97470

DOUGLAS COUNTY
OREGON DISTRICT
No. 6

UMPQUA REGIONAL COUNCIL OF GOVERNMENTS

October 22, 1973

RECEIVED
NOV 1 - 1973
PLANNING SECTION

Mr. F. B. Klaboe, Administrator
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Klaboe:

The District 6 Umpqua Regional Council of Governments has given serious consideration to the State Highway projects for our district. We have sought opinions from the cities, county and individual citizens in helping us make a decision.

On October 17, 1973, the Common Council sitting in regular session voted approval of the following projects to be completed with the $12,345,000 allocated for Douglas County:

Priority	Project No.	Description	Cost	
1	12	Drain-Anlauf Interchange, 6.2 miles	$4,600,000	Con 16 I-5-S SP
2	19	Bridge across South Umpqua River into Myrtle Creek (This could be widening and improving existing bridge, if that is feasible. We go on record as opposing the bridge being built at Weaver Road. This is in accord with the expressed wishes of citizens of Myrtle Creek.)	2,200,000	Con 17-1 S. Umpqua
3	17	Housley Avenue - Garden Valley Road	1,500,000	Con 16 I-5 S
4	18	S.C.L. Roseburg - Shady	2,000,000	Con 16 I-5 S
5	8	Mystic Creek - Camas Valley	2,000,000	Con 21-2 Coos Bay-Rose
6		Realign and replace Days Creek bridge on Tiller Trail	500,000	Con 19-1 Days Cr.

The Days Creek bridge was added as a sixth priority to be included if there is enough money after doing the first five priority items.

We feel that the above projects would be of the most benefit to the most people in the County and trust the Highway Department will feel the same way when making its final decision.

Very truly yours,

Al Flegel

Al Flegel, Chairman
Umpqua Regional Council of Governments

Richard D. Reynolds, Director
Umpqua Regional Council of Governments

AF:rs

RECEIVED
STATE HWY ENGR
OCT 29 '73
REFER TO
FOR
Info | Index | R/D | D/R | Sign | | File

RECEIVED
OCT 30 1973

RECEIVED [illegible]

FOR FILING

8

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem

DATE May 26, 1972

TO Memo to the File

Coos Bay Rosbg.

FROM L. H. Young

L. H. Young
Programing Engineer

SUBJECT Mystic Creek-Camas Valley Section

This date a meeting was sponsored by the Federal Aid Coordination Unit, Room 313, Public Service Building, for the purpose of reviewing the subject project.

Mr. Victor D. Wolfe, Adrian Olson, and L. H. Young represented the Highway Division. There were representatives of the Fish and Game Commissions, Water Resources Board, Mr. Slattery of the Douglas County Court, and Mr. Bill Kramer of the Federal Aid Coordination Unit.

The meeting was for the purpose of discussing the proposed section of highway, as the same encroached into a pool area of a proposed dam. The people were informed that we were already aware of this encroachment, and had taken steps to move the project westward along the Coos Bay-Roseburg Highway to a new section called Slater Creek-Mystic Creek, and we would turn in a new A-95 on this section and withdraw the A-95 from Mystic Creek to Camas Valley.

They were advised that we would not consider building in the pool area as long as the dam project was a possibility. They had previously been advised of this, but the "word" did not get around.

LHY:dg

cc E. S. Hunter
V. D. Wolfe
F. L. Hall
A. Olson

9633

EXECUTIVE DEPARTMENT

LOCAL GOVERNMENT RELATIONS DIVISION

PUBLIC SERVICE BUILDING • • • • • SALEM, OREGON 97310

TOM McCALL
GOVERNOR

CLEIGHTON PENWELL
Director

May 19, 1972

Mr. George Baldwin, Administrator
Department of Transportation
129 Highway Building
Salem, Oregon 97310

NOTED
F. B. KLABOE

Dear Mr. Baldwin:

Several agencies have voiced concerns with the Highway Division's Mystic Creek-Camas Valley Project, PNRS #7201 2 200.

The State Clearinghouse is obliged to call a conference to address these concerns. Particular emphasis will be placed on the questions raised by the State Water Resources Board. (See attached) Tentatively, the most opportune time for such a conference appears to be May 26, at 10:00 a.m. in Room 313, Public Service Building. Please indicate if your representative will attend this meeting.

We look forward to your attendance and comments next week.

Sincerely,

Wm. C. Kramer, Supervisor
Federal Aid Coordination
Section

WCK:ml
Encl.

RECEIVED
MAY 22 1972
OFFICE OF
STATE HIGHWAY ENGINEER

81-125-3016

STATE OF OREGON INTEROFFICE MEMO

TO: Federal Aid Coordination Section
301 Public Service Bldg.
Salem, Oregon 97310

DATE: January 25, 1972

File Title: Highway Division - Mystic Creek-Camas Valley

FROM: Note Signature below

PNRS # 72012200

SUBJECT: PROGRAM REVIEW

Return Date: February 11, 1972

We have reviewed the Subject Proposal for its relationship to existing or proposed plans or programs of this agency and comment as follows:

( ) It has no significant effect and we have no comment.

( ) It has no adverse effect and we approve.

( ) It has adverse effects and we disapprove.

(✓) We are interested but require more information.

( ) Additional Comments for Project Improvement.

JH
2-16-72

EXPLANATION AND COMMENTS

Proposed Comment

Enclosed is a Corps of Engineer map and summary of the Camas Valley dam and reservoir site investigated by the Corps in their investigation of the Coquille River Basin about 5 to 10 years ago. The site has been studied, using a dam axis location near the mouth of the Canyon. This upstream dam location would reduce the reservoir capacity but would require less road relocation.

Under the then existing criteria of financial analysis the project was not feasible. New criteria, which we are told will give more emphasis to public water uses has been under consideration for some time and is scheduled for release within a few months.

Good headwater reservoir sites are potentially a valuable resource and a very scarce resource in this area. Relocation of an improved highway would likely increase reservoir development construction costs to the point where this project could never be feasible in the forseeable future. Resource agencies should evaluate if this site is worth saving.

Agency State Water Resources Bd By Quentin Bowman

1-125-3016

Source: Corps of Engineers.

CAMAS VALLEY

The Camas Valley site is located on Middle Fork about 36 airline miles southeast of Coos Bay and about 70 miles upstream from the mouth of Coquille River. The site has a tributary drainage area of 49 square miles. The project investigated would consist of an embankment dam with a spillway. The dam would have a maximum height of about 70 feet above the streambed and would consist of a granular embankment with an impervious core. The spillway would be a concrete overflow structure, located in the right abutment, with a capacity at maximum pool of 34,300 c.f.s. Discharge of the spillway would be regulated by two tainter gates. Outlet works would consist of two conduits embedded in the spillway abutments. Diversion during construction would be accomplished with a large-diameter concrete pipe through the dam embankment. After diversion, the pipe would be plugged with concrete. The reservoir would have a total storage capacity of 29,000 acre-feet, of which 25,600 acre-feet would be usable for flood control and water conservation. Relocations required would consist of about 3-1/2 miles of highway, 5 miles of perimeter road, 10 miles of powerlines, and 10 miles of telephone lines. Initial recreational development would include 50 picnic units, 25 camp units, and a boat area. Anadromous fish cannot get past the falls just downstream from Camas Valley. Therefore, no fish facilities were considered.

RECEIVED
STATE WATER RESOURCES BOARD

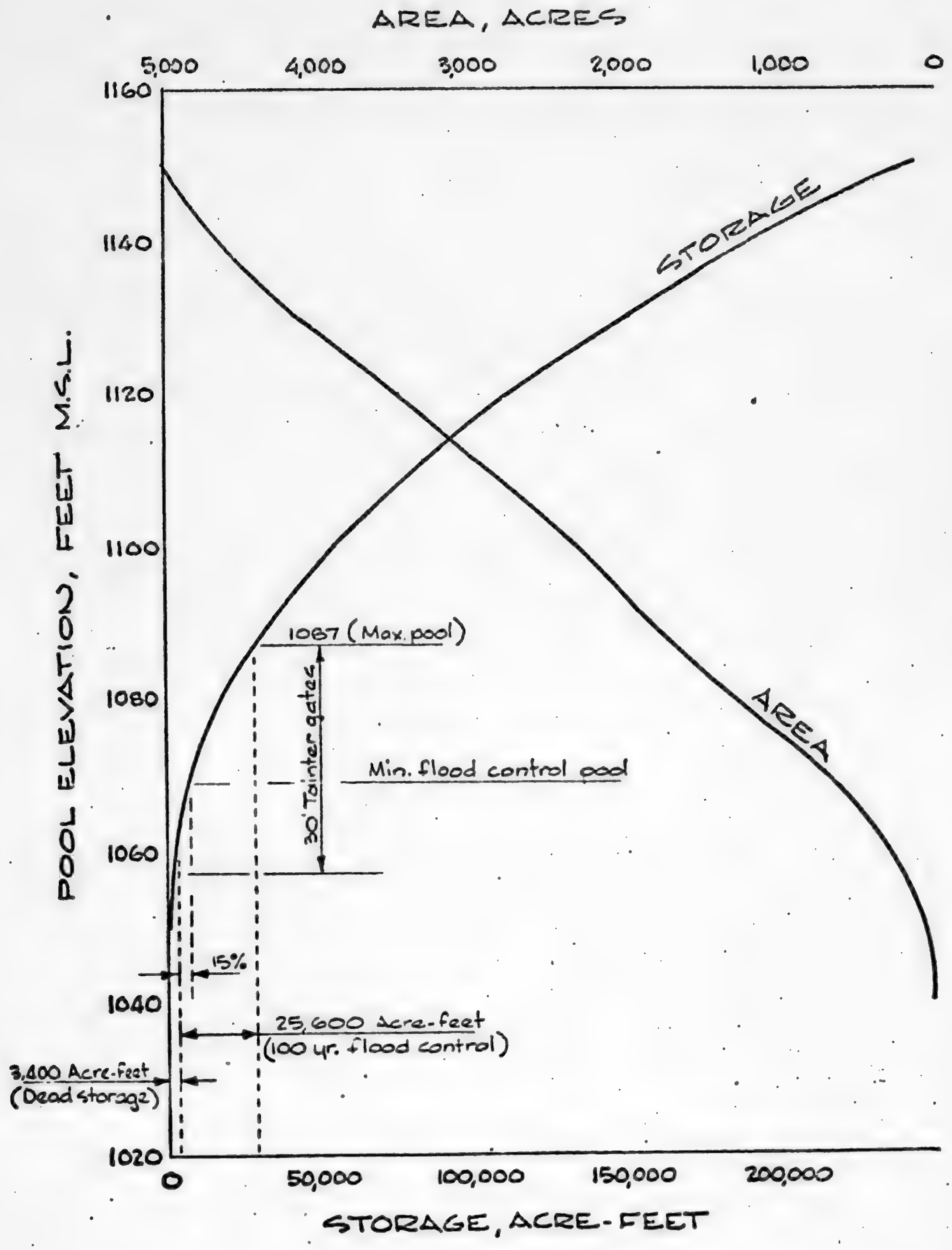
CORPS OF ENGINEERS, U.S. ARMY — PORTLAND, OREGON DISTRICT

ENGINEERING DIV PLANNING BRANCH STEF REG. PLAN. SECTION

PROJECT COQUILLE RIVER BASIN, OREGON

SUBJECT CAMAS VALLEY STORAGE AND AREA

BY NLJR DATE MAY 62 CHECKED COPIED GGE PART PAGE OF



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RECEIVED
MAR 28 1972
FORM 2-30 (REV. 10-69)
FOR FILING

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 24, 1972

SUBJECT: Mystic Creek-Camas Valley Section
Coos Bay-Roseburg Highway
Douglas County

To:
Mr. James H. Versteeg
Region 3 Engineer
Post Office Box 1128
Roseburg, Oregon

Recent input from the Federal Aid Coordinating Unit indicates that the Corps of Engineers proposes a dam midway on subject section which they believe will be economically feasible. Since this poses a conflict between federal aid projects, it is likely that an extended period of time will be required to satisfactorily coordinate.

The matter has been discussed with Administration and they have indicated that we should proceed with a survey on the section from Slater Creek to Mystic Creek rather than the subject section.

The Preliminary Engineering is intended to be on a participating basis with the Federal Highway Administration, therefore a new Authority for Survey should be initiated for which a new prefix will be assigned. Charges cannot be made to the new prefix until the Preliminary Engineering has been approved by the Federal Highway Administration.

Please take appropriate action.

George C. Wills
Field Locating Engineer

NOTED
F. B. KLABOE

GCW:jp
cc: F. B. Klaboe
L. H. Young
Ben Gifford
Fred Yarbrough

RECEIVED
MAR 24 1972
OFFICE OF
STATE HIGHWAY ENGINEER

SP*88479-794

8

TRANSACTION NUMBER 3-89 AND 3-90

FORM PR-48
(REV 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS
(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON
DATE: 3-23-72
BY (Signature): Mr. Young's January 17, 1972 letter
TITLE: Programing Engineer

CLASS OF FEDERAL FUNDS: ☐ FAI ☒ FAP ☐ FAU ☐ FAS ☒ OTHERS Economic Growth Center

STAGE 1* ITEM NOS. ______ THRU ______
STAGE 2 ITEM NOS. 507 THRU 508

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS
507	F-DP-29(20)	3.0	71,500	45,400 (14,300 EGC)
508	DP-F-29(20)	3.0	(71,500)	14,300 (45,400 FAP)

OTHER IDENTIFICATION AND/OR REMARKS (State)

Location	Work
Mystic Creek - Camas Valley Section.	Preliminary Engineering
" "	"

REMARKS (Division)

You are authorized to proceed with all phases of Preliminary Engineering necessary to obtain Location/Design Approval.

Economic studies are bing conducted concurrently under PROJECT DP-29(21) approved March 16, 1972.

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		3-23-72	For: R. E. Simpson, Division Engineer

*Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 927-954

XFile 710.121

3-23-72

RECEIVED
FEB 2

FOR FILING

Const
Fed Aid
Eng
Teem Lr.
FGP-19(40)

February 17, 1972

1715

Mr. H. L. Young
Program and Planning Engineer
State Highway Building
Salem, Oregon 97310

Re: Mystic Creek-Camas Valley
PNRS #7201 2 200

Dear Mr. Young:

The initial review of this project proposal identified a continuing interest with several state agencies.

Phase I of the Program Notification and Review System is now concluded; recognizing some conflicts of interest, Phase II is in effect.

Phase II provides for exchange of information between parties to the end that a complete understanding will be accomplished. Therefore, we would like to arrange a very informal meeting for this purpose. We have attached xerox copies of the responses received from the concerned agencies for your information. Included is a map designating a potential reservoir site to be considered.

Could you furnish a couple of alternate dates for your convenience to facilitate our making the meeting arrangements?

Thank you for your patience and cooperation in this matter.

NOTED
F. B. KLABOE

NOTED
TOM EDWARDS

RECEIVED
FEB 18 1972
OFFICE OF
STATE HIGHWAY ENGINEER

Sincerely,

Wm. C. Kramer, Supervisor
Federal Aid Coordination Section

WCK:ml
cc: Water Resources
Game Commission
LGRD
Fish Commission
Transportation
Agriculture

January 27, 1972

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, OR 97308

4115

Dear Mr. Simpson:

Re: Oregon Project F-DP-29(20)
Economic Growth Center Development Project
Mystic Creek-Camas Valley Section
Douglas County
Your Ref. 10-35-EC

The following is the requested additional information indicating how the subject project would contribute to the economic growth of the Coos Bay area.

Coos Bay has the potential of a thriving deep-sea port. It has been curtailed in its development as a port by inadequate highways for the transportation of goods in and out of the immediate area. The Coos Bay-Roseburg Highway is the major connecting route between Coos Bay and the inland cities of Southern Oregon. Sections of this highway are presently outdated two-lane, low-standard facilities which discourage rather than encourage their use.

The improvement of this highway should enhance the use of the deep-sea port of Coos Bay by the inland businesses, thereby stimulating the economic growth of the Coos Bay area.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

Tom Edwards
State Highway Engineer

cc F. B. Klaboe
R. L. Schroeder
L. H. Young
R. E. Royer

RDA:js ms

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: January 18, 1972

In reply refer to: 10-35-EC

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project F-DP-29(20)
Economic Growth Center Development Project
Mystic Creek-Camas Valley Section
Douglas County

Mr. Young's January 17 letter submitted the program for a preliminary engineering project for the subject project. We are deferring action on this program until additional information is furnished supporting this project as an Economic Growth Center Development project.

IM 50-6-71 sets forth the objectives for this type of project. Your justification should show how this project meets these objectives.

This project is quite far removed from the Economic Growth Center of Coos Bay. Your support information should indicate how this project will contribute to the economic growth of the Coos Bay area.

RECEIVED
JAN 2[illegible] 72
OFFICE OF
STATE HIGHWAY ENGINEER

Asbury

NOTED
TOM EDWARDS

RECEIVED
JAN 24 1972
PROGRAM & PLANNING
DIVISION

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

[illegible]

FOR FILING

January 18, 1972

Executive Department
Federal Aid Coordination Unit
301 Public Service Building
Salem, Oregon 97310

Gentlemen:

In accord with Executive Memorandum 02-270-20, attached are eight copies of the completed Notice of Intents to apply for federal assistance for federal-aid project as follows:

State Administrative District No. 6	Mystic Creek-Camas Valley
	Coos Bay-Roseburg Highway
Federal Aid Primary	Douglas County

The estimated date of filing for federal-aid funds on this project is February 20, 1972. In order that this date and the subsequent dates of contract letting may be met, your prompt attention to this proposal will be appreciated.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

L. H. Young
Programing Engineer

Attachment

BLG:js

cc: R. E. Simpson, FHWA
E. S. Hunter
F. L. Hall
D. H. Moehring
R. E. Royer
W. H. Tebeau
Roger Trygstad
H. S. Cox
B. L. Gifford
R. N. Chase
J. C. McCormick
J. H. Versteeg

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	(1-8) PNRS No.	(9) CARD TYPE	Page One

01	12) PROJECT TITLE (71 Mystic Creek-Camas Valley, FA(EGC) District 6					
02	12) APPLICANT (45 State Highway Division			46) DIVISION (79 Dept. of Transportation		
03	12) APPLICANT ADDRESS STREET (45 State Highway Building			46) CITY (60 Salem		76) ZIP (80 97310
04	12) CONTACT PERSON (45 L. H. Young			46) Area Code (48 503	49) Phone (55 378	56) Extension (59 6563
05	12) SUMMARY PROJECT DESCRIPTION (Attach supporting documents as necessary.) (71 Economic Growth Center Project for reconstruction of the existing facility					
06	12) (71 on new alignment and grade. Proposed two lane roadway construction to					
07	12) (71 current Federal-Aid standards. Length 3.0 miles.					
08	12) (71					
09	12) (71					
10	12) (71					
11	12) PROJECT LOCATION CITY (45			46) PROJECT LOCATION COUNTY (79 Douglas		
12	FEDERAL FUNDS		NON FEDERAL MATCHING FUNDS		OTHER	TOTAL
	12) (A) Grant (19 2,905,000	20) (B) Loan (27	28) (C) State (35 595,000	36) (D) Local (43	44) (E) Funds (51	52) (F) Funds (60 3,500,000
13	12) TYPE OF OTHER FEDERAL FUNDS (see 12B) (45			46) TYPE OF OTHER NON FEDERAL FUNDS (see 12E) (79		
14	12) FEDERAL/STATE PROGRAM TITLE (71 Title 23 U.S.C. Highways					
15	12) FEDERAL/STATE AGENCY NAME (45 Dept. of Transportation			46) FEDERAL/STATE SUB-AGENCY (79 Federal Highway Administration		

17

(A) TYPE OF APPLICANT: (Check (x) the single most applicable box.)

State ☒ 12 Interstate ☐ 13 County ☐ 14 City ☐ 15 School District ☐ 16 Special Unit ☐ 17 Community Action ☐ 18 Sponsored Organization ☐ 19 Other ☐ 20

(B) TYPE OF ACTION: (Check (x) as many boxes as apply to this action.)

New Grant ☒ 21 Cont. Grant ☐ 22 Suppl't. Grant ☐ 23 | Increase Duration ☐ 24 Decrease Duration ☐ 25 | Cancellation ☐ 26 | Increase Dollars ☐ 27 Decrease Dollars ☐ 28

(C) IS THERE A COMPREHENSIVE PLAN?

State: Yes ☒ 29 No ☐ 30 Regional: Yes ☐ 31 No ☐ 32 Local: Yes ☐ 33 No ☐ 34

(D) Is Project Under A-95: Yes ☒ 35 No ☐ 36

(E) Environmental Impact: Yes ☒ 37 No ☐ 38

(F) Housing Relocation Required: Yes ☒ 39 No ☐ 40

(G) ESTIMATED APPLICATION FILING DATE:

41) Month 42) 2	43) Day (44 20	45) Year (46 72

Section: Mystic Creek-Camas Valley

Highway: Coos Bay-Roseburg

County: Douglas

District: 6

Project Description (cont.)

This project will involve preliminary engineering, right-of-way acquisition, grading, paving, structures and incidental work required to reconstruct the existing facility on new alignment and grade. The new highway will have 12-foot travel lanes and current standard shoulders. The middle fork of the Coquille River will be crossed several times in an attempt to eliminate the poor and curvaseous alignment of the narrow existing highway. This section is 3.0 miles in length.

Explanations:

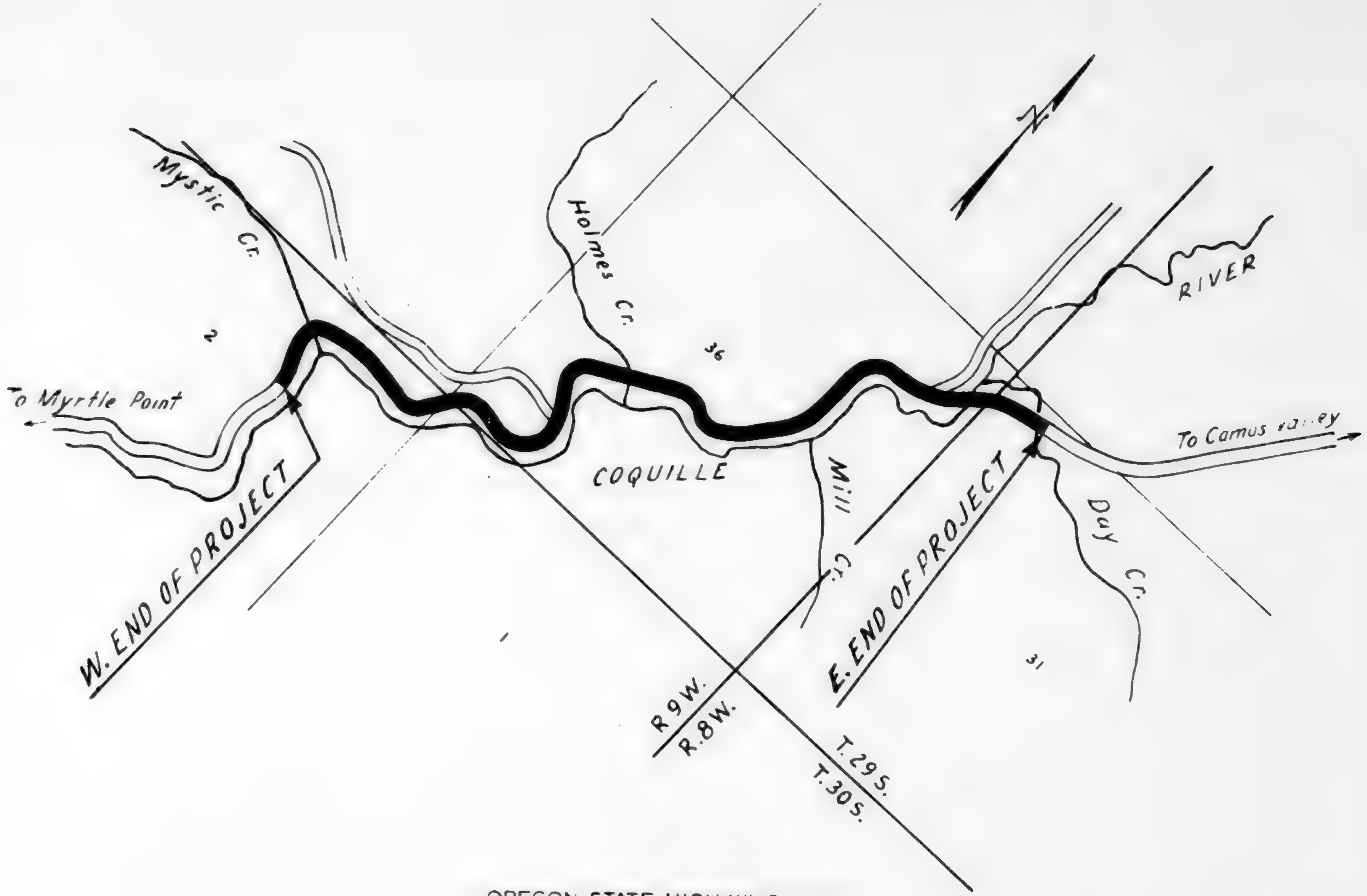
12C: HIGHWAY FUNDS

17C: Federal Program for economic growth centers supplemented with Federal-Aid Primary funds.

17E: It appears at this time that the impact on the quality of human environment will be such that an environmental statement will be required. A Draft Environmental Statement will be prepared and comments sought at a future date.

17F: No one will be required to move from this project without at least 90 days prior written notice, and when required, will be relocated to decent, safe and sanitary housing, obtained the right of possession of adequate replacement housing or have been offered decent, safe and sanitary comparable open housing, available for immediate occupancy as required by the Federal Relocation Act of 1970.

II: District Clearing House Action: Notified 1/18/72 Exempt by Agreement Yes ☐ No ☒


Mystic Cr.
2
To Myrtle Point
W. END OF PROJECT
Holmes Cr.
36
COQUILLE
Mill Cr.
RIVER
N
E. END OF PROJECT
To Camus Valley
Day Cr.
31
1
R.9W.
R.8W.
T.29S.
T.30S.

OREGON STATE HIGHWAY DIVISION

Sketch Map

MYSTIC CREEK - CAMAS VALLEY SEC.

COOS BAY - ROSEBURG HIGHWAY

DOUGLAS COUNTY

RECEIVED
JAN 1[illegible] 1972
[illegible] FILING

January 17, 1972

Myrtle Cr
[illegible] Cty

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, OR 97308

Dear Mr. Simpson:

We are submitting program data for one preliminary engineering project, Item Nos. 507 and 508, Project F-DP-29(20) which we desire to have included in the Primary and Economic Growth Center Federal-aid Highway Programs.

This project is being programed under the provisions of IM 50-6-71 and jointly financed with Primary and Economic Growth Center Funds.

We fuuther request your authorization to proceed with the phase of preliminary engineering necessary to obtain location/design approval. We will request additional authorization to proceed with the PS & E phase as soon as location/design approval is obtained.

This Economic Growth Highway Demonstration Project is to serve the Coos Bay area which was approved as an Economic Growth Center by Mr. F. C. Turner's memorandum of December 3, 1971.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

L. H. Young
Programing Engineer

Enclosures

RNC:dg

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

1-17-72

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PROJECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
SR42 2.0 mi. S.W. Camas Valley S.W. 3.0 mi.		1,250	2,400	92	10	Oregon	35	012	507

OSED WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
ngineering								F-DP-	29	(20)		

FUNDS: Primary

COUNTY NAME: Douglas CODE: 019

EA

ROUTE NO. P FEDERAL-AID: 14 STATE: 35 U.S.

PROGRAM STAGE: ☐ 1 OR ☒ 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE		SR42 2.0 mi. S.W. of Camas Valley S.W. 3.0 mi.	3.0	71,500	(14,300 EGC) 45,400	11,800		Preliminary Engrg. All phases, including PS&E prep. (Future 2-12' lanes H.T. pave. with 8' shldrs. and necessary bridges, all on improved alignments)
ROW		"Mystic Creek-Camas Valley Section"						
CONST (CODE)								ROW - 80' normal; access control - none; parking restriction - none.
ED BY		PROJECT TOTALS	3.0	71,500	(14,300 EGC) 45,400	11,800		

M APPROVAL DATES

REMARKS

See Item 508, Project DP-F-29(20). This is a jointly financed project using Primary and Economic Growth Center Funds.

-over-

USCOMM DUSCOMM-DC 48905-P61

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

1-17-72

Budget Bureau No. 41-R2067; Approval Exp

U.S. DEPARTMEN
BUREAU O

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION (45 typewriter spaces) SR42 2.0 mi. S.W. Camas Valley S.W. 3.0 mi. 21 65	ADT	PRESENT 1,250	FUTURE 2,400 (66) (70)	YEAR 92 (71) (72)	REGION 10	STATE NAME Oregon	STATE CODE 35 (2) (3)

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Preliminary Engineering 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER	PREFIX LETTER(S) F-DP- 14 23	NUMBER 29 7	SEQ. NO. (20) 13

CARD

CLASS OF FEDERAL FUNDS: Primary

NAME OF URBAN AREA 17-31

COUNTY NAME: Douglas — CODE 019 (14) (16)

ROUTE NO. P — FEDERAL-AID 14 (32) — STATE 35 (36) (37) — U.S. (41)

PRO

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHAR PROP (Full
1	(14-15)	(16)	41	42	43 46	53		(54) (56)	(58) (66)	(67) (76)			
5					**PE**		SR42 2.0 mi. S.W. of Camas Valley S.W. 3.0 mi.	3.0	71,500	(14,300 EGC) 45,400	11,800		Prelimina All phase PS&E prep (Future 2 H.T. pave shldrs. a bridges, improved
5					**ROW**		"Mystic Creek-Camas Valley Section"						
5					**CONST** (CODE)								ROW - 80' access co parking r none.

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	3.0	71,500 (16) (23)	(14,300 EGC) 45,400 (24) (33)	11,800	
1	14	PROGRAM APPROVAL DATES						

REMARKS

See Item 508, Project DP-F-29(20). This
jointly financed project using Primary and Ec
Growth Center Funds.

-over-

USCOMM DUSC

Existing Facilities:

Roadway: 20' bituminous surface with 2' to 4' shoulders.

Structures: One bridge #3423 over Holmes Creek, 3-19' frame trestle spans, length 57' with H.C. 22'.
One bridge #0559-A over Middle Fork Coquille River, RCDG, length 146' with H.C. 26'.

Adjacent Facilities:

S.W. End: 20' bituminous surface with 2' shoulders.
N.E. End: 20' bituminous surface with 4' shoulders.

Project Data: The project consists of all phases of preliminary engineering including PS&E preparation for future 2-12' lanes high-type pavement with 8' shoulders and necessary bridges, all on improved alignment.

Public Hearing: Will be offered and held if requested.

System Action, Water Development, Airports, Railroads, Historical and Recreational Areas: None known to be involved.

Data for PR-37:

Total Cost	Pro Rata	Federal Funds	State Funds
$71,500	(63.55% Primary)	$45,400	$11,800
	(20.00% EGC)	14,300	
$71,500	83.55%	$59,700	$11,800
	Preliminary Engineering	Field	$43,000
		PS&E	28,500
			$71,500

Note: This Highway Demonstration Project is to serve the Coos Bay area which was approved as an Economic Growth Center by Mr. F.C. Turner's Memorandum of December 3, 1971.

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

O.

FORM PR-1
(REV. 4-61)

1-17-72

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PROJECT LOCATION (45 typewriter spaces): SR 42 2.0 mi. S.W. Camas Valley S.W. 3.0 mi.

ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
	1,250	2,400	92	10	Oregon	35	106	508

OPOSED WORK (35 typewriter: Engineering

NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR

PROJECT NUMBER

PREFIX LETTER(S)	NUMBER	SEQ. NO.
DP-F-	29	(20)

I. Projects Only: POST MI. | DESIG.

FUNDS: Economic Growth Center

COUNTY NAME: Douglas — CODE: 019

EA

ROUTE NO.: P — FEDERAL-AID: 14 — STATE: 35 — U.S.:

PROGRAM STAGE: ☐ 1 OR ☒ 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE		SR 42 2.0 mi. S.W. of Camas Valley S.W. 3.0 mi.	3.0	71,500	(45,400 FAP) 14,300	11,800		Preliminary Engrg. all phases, including PS&E preparation. (Future 2-12' lanes H.T. pave. with 8' shldrs & necessary bridges.)
ROW		"Mystic Creek-Camas Valley Section"						
CONST (CODE)								ROW- 80' normal; access control - none; parking restrictions-none.
PROJECT TOTALS			3.0	71,500	(45,400 FAP) 14,300	11,800		

ED BY

AM APPROVAL DATES

REMARKS: See Item 507, Project F-DP-29(20). This is a jointly financed project using Primary and Economic Growth Center Funds.

-over-

USCOMM DUSCOMM-DC 48805-P61

Budget Bureau No. 41-R2067; Approval Expires

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1
(REV. 4-61)

1-17-72

U.S. DEPARTMENT C
BUREAU OF P

FEDERAL - AID PROGRAM DATA
(PPM 21-1)

CARD 2	REPORT NUMBER 1	PROJECT LOCATION (45 typewriter spaces) SR 42 2.0 mi. S.W. Camas Valley S.W. 3.0 mi.	ADT	PRESENT 1,250	FUTURE 2,400	YEAR 92	REGION 10	STATE NAME Oregon	STATE CODE 35

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Preliminary Engineering	NAT'L. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER	PREFIX LETTER(S) DP-F-	NUMBER 29	SEQ. NO. (20)

CARD	CLASS OF FEDERAL FUNDS Economic Growth Center	COUNTY NAME Douglas	CODE 019
	NAME OF URBAN AREA	ROUTE NO. P	FEDERAL-AID 14 · STATE 35 · U.S.

PROG ☐

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARAC PROPOS (Full de
5					**PE**		SR 42 2.0 mi. S.W. of Camas Valley S.W. 3.0 mi.	3.0	71,500	(45,400 FAP) 14,300	11,800		Preliminar all phases PS&E prepa (Future 2- H.T. pave shldrs & r bridges.)
5					**ROW**		"Mystic Creek-Camas Valley Section"						
5					**CONST** (CODE)								ROW- 80' r access cor parking re none.

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	3.0	71,500	(45,400 FAP) 14,300	11,800	
1	14	PROGRAM APPROVAL DATES						

REMARKS
See Item 507, Project F-DP-29(20). This i jointly financed project using Primary and Econom Growth Center Funds.

USCOMM DUSC

Existing Facilities:

Roadway: 20' bituminous surface with 2' to 4' shoulders.

Structures: One bridge #3423 over Holmes Creek, 3-19' frame trestle spans, length 57' with H.C. 22'.
One bridge #0559-A over Middle Fork Coquille River, RCDG, length 146' with H.C. 26'.

Adjacent Facilities:

S.W. End: 20' bituminous surface with 2' shoulders.
N.E. End: 20' bituminous surface with 4' shoulders.

Project Data: The project consists of all phases of preliminary engineering including PS&E preparation for future 2-12' lanes high-type pavement with 8' shoulders and necessary bridges, all on improved alignment.

Public Hearing: Will be offered and held if requested.

System Action, Water Development, Airports, Railroads, Historical and Recreational Areas:
None known to be involved.

Data for PR-37:

Total Cost	Pro Rata	Federal Funds	State Funds
$71,500	(63.55% Primary)	$45,400	$11,800
	(20.00% EGC)	14,300	
$71,500	83.55%	$59,700	$11,800
	Preliminary Engineering	Field	$43,000
		PS&E	28,500
			$71,500

Note: This Highway Demonstration Project is to serve the Coos Bay area which was approved as an Economic Growth Center by Mr. F.C. Turner's Memorandum of December 3, 1971.

1983 Frankport Slide Sec. of 9634
the Oregon Coast Hwy. S. of Port
Orford. (Grading & Paving)

jc cc: OSHD (Rulien)

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

RECEIVED
STATE HWY ENGR
SEP 25 '86
REFER TO Fredrickson
FOR Inf Inv R/D D/R Sign Act File

REGION NO. 10	REPORT NO. 3	COUNTY Curry	DIVISION Oregon
DATE OF REPORT 9-22-86	REPORT MADE BY W. N. Bryant, Area Engineer		PROJECT NO. F-2-1(17)
COMPLETION DATE (Actual) 8-19-84	ACCEPTANCE DATE BY CONRTACT AGENCY 8-13-85	TIME ELAPSED SEE BELOW %	CONTRACT TIME 120 .C D.

LOCATION

U. S. 101, 12.8 miles south of Port Orford

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

FRANKPORT SLIDE SECTION
OREGON COAST HIGHWAY
Grading & Paving

NOTED
W. E. SCHWARTZ

This project provided for the construction of roadbed grading (36,800 cy), aggregate base (7550 tons), paving (2100 tons class "B" AC), and other incidental work common to this type project. The roadway was moved away from the ocean approximately 0.33 miles. Some drainage and guardrail work was also involved.

A contract in the amount of $266,626.16 was awarded to Johnson Rock Products Inc. of North Bend, Oregon on 5-19-83. Work began on 6-28-83 and was completed in reasonably close conformance with the approved plans and specifications, including approved changes, on 8-29-84 at a final cost of $847,542.32, which includes $296,818.05 for original bid item work; $344,311.44 for work completed under approved Price Agreements; $58,691.93 for approved Force Account work; $26,781.47 for approved State Force work; and $120,939.43 for construction engineering. Due to additional excavation required to slide activities and because of the need to construct rock buttresses the project authorization was increased to $807,000 on 10-18-84.

The original contract time allowed on this project was 120 calendar days; however, due to the increased work required, the contract time was increased to 204 calendar days. A total of 204 calendar days was used in completion of the work.

All overruns and underruns have been satisfactorily explained by the State. A copy of the explanation is attached to the Division Office copy of this report.

- WNB -

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE W N Bryant		SIGNATURE	
TITLE Area Engineer	DATE 9-23-86	TITLE District Engineer B	DATE 9/24/86

FORM FHWA 1446B PREVIOUS EDITIONS MAY BE USED.

7634

N

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA
MONTHLY TRANSACTION NUMBER 8-157
PROJECT REPORT NUMBER
MODIFICATION NUMBER 7

U.S. Department of Transportation
Federal Highway Administration

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

State	Oregon
County	Curry
Project Number	F-2-1(17)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 30, 19 83, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 867,884.00	$ 843,448.00
Federal funds	$ 765,039.00	$ 743,499.00
Other revisions		

This modification is made for the following reasons:

To release federal funds for use on other projects.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 26TH day of AUG, 19 86

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Donald L Rout
for Manager, Program Section
(Title)

XXX For: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By Tony Bunor
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen Files

Oregon State Highway Division
Salem, Oregon August 21, 1986

Federal-Aid Project No. F-2-1(17)

Frankport Slide Section
Oregon Coast Highway
Curry County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code ROW
Right-of-Way

Total from Estimate of November 29, 1984	$ 6,000.00

Type Code SFTY
Roadway (Sta. 682+50 to 701+00)

Subtotal from previous Estimate of November 29, 1984		$749,464.93
		$749,464.93
	Engineering	87,983.07
	Total	$837,448.00

Length of Project ----------------------- 0.0 miles

SUMMARY OF FUNDS

Description	Appn Code	Pro-Rata	Total Cost	Federal Funds	State Funds
Right-of-way	010	88.15%	$ 6,000.00	$ 5,289.00	$ 711.00
Roadway	010	88.15%	837,448.00	738,210.00	99,238.00
TOTAL			$843,448.00	$743,499.00	$99,949.00

Sub-Job 010 = 0%; Sub-Job 011 = 100%
Contract No. C09634
Prefix: C008-1936
C008-2507
C008-1069

DDB:me

STATE COPY

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NUMBER 12-75

PROJECT REPORT NUMBER

MODIFICATION NUMBER 6

U.S. Department of Transportation
Federal Highway Administration

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

Form Approved; O M B No. 04-R2089

State: Oregon

County: Curry

Project Number: F-2-1(17)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 30, 1983, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 818,538	$ 867,884
Federal funds	$ 721,541	$ 765,039
Other revisions		

This modification is made for the following reasons:

To include increases in construction and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 5th day of December, 1984.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Larry A. Potter

Manager, Program Section
(Title)

XXXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By ____________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ____________________
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON NOVEMBER 29, 1984

FEDERAL AID PROJECT NO. F-2-1(17)

Frankport Slide Section
Oregon Coast Highway
Curry County

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE ROW
Right-of-Way

Total from Estimate of October 18, 1984	$ 6,000.00

TYPE CODE SFTY
Roadway (Sta. 682+50 to Sta. 701+00)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Temporary Signs	$ 7.98	202	$ 1,611.96	218.6	$ 1,744.43
Temporary Delineators	35.00	20	700.00	25	875.00
General Excavation	1.35	36,800	49,680.00	37,097.20	50,081.22
Trench Excavation	5.11	320	1,635.20	361	1,844.71
Watering	22.00	130	2,860.00	304.9	6,707.80
Coarse Aggregate Base	8.75	6,700	58,625.00	8,388.1	73,395.88
3/4"-0 Aggregate Base	11.84	850	10,064.00	1,087.4	12,874.82
Class B Asphalt Concrete	33.00	2,100	69,300.00	2,231.08	73,625.64
8-Inch Culvert Pipe	11.00	80	880.00	160	1,760.00
18-Inch Culvert Pipe	11.00	226	2,486.00	413	4,543.00
Filter Fabric	.95	600	570.00	1,245.8	1,183.51
Gravel In Drains	20.00	90	1,800.00	243.4	4,868.00
Roadside Seeding and Mulching	575.00	4	2,300.00	7.6	4,370.00
D-7 Tractor (PA #1)	100.00	313.75	31,375.00	323.75	32,375.00
Guard Rail Adjustment (PA #2)	4.40	--	--	186	818.40
Fence Repair (FA #4)	--	--		--	1,500.00
SUBTOTALS			$233,887.16		$272,567.41

Increase	$ 36,680.25
Subtotal from Revised Estimate of November 9, 1984	710,784.68
Subtotal	$749,464.93
Engineering	112,419.07
Total	$861,884.00

Length of Project ----------------- 0.0 mi.

SUMMARY OF FUNDS (88.15%)

Description	Total Cost	Federal Funds	State Funds
Right-of-Way	$ 6,000.00	$ 5,289.00	$ 711.00
Roadway	861,884.00	759,750.00	102,134.00
TOTAL	867,884.00	$ 765,039.00	$ 102,845.00

Group 1: 100%
Contract No. 9636
Prefix: 8-1936
Prefix: 8-2507
Prefix: 8-1069

WH:me

9634

STATE COPY

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 11-266		State OREGON
PROJECT REPORT NUMBER		County CURRY
MODIFICATION NUMBER 5		Project Number F-2-1(17)

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

11-1[illegible]-[illegible]4

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 30, 1983, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 808,000.00	$ 818,538.00
Federal funds	$ 712,252.00	$ 721.541.00
Other revisions		

This modification is made for the following reasons: To include costs of work under Force Accounts Nos. 2 & 3.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 16th day of November, 1984.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Wayne [illegible]

For Manager, Program Section
(Title)

~~By~~ FOR: H. S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON NOVEMBER 9, 1984

FEDERAL AID PROJECT NO. F-2-1(17)

FRANKPORT SLIDE SECTION
OREGON COAST HIGHWAY
CURRY COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE ROW
RIGHT-OF-WAY

TOTAL on Estimate of October 18, 1984		$ 6,000.00

TYPE CODE SFTY
ROADWAY (Sta. 682+50 to Sta. 701+00)

SUBTOTAL from Estimate of October 18, 1984		$ 700,246.28
Additional Items: Equipment Mobilization (FA #2)		8,538.40
Maintenance Patching (FA #3)		2,000.00
	SUBTOTAL	$ 710,784.68
	Engineering	101,753.32
	TOTAL	$ 812,538.00

Length of Project ---------------- 0.0 mi.

SUMMARY OF FUNDS

DESCRIPTION	TOTAL COST	FEDERAL FUNDS	STATE FUNDS
Right-of-Way	$ 6,000.00	$ 5,289.00	$ 711.00
Roadway	812,538.00	716,252.00	96,286.00
TOTAL	$818,538.00	$721,541.00	$96,997.00

Group 1: 100%
Contract No. 9636
Prefix: 8-1936
Prefix: 8-2507
Prefix: 8-1069

WH:pf

9634

STATE COPY

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 10-229		State Oregon
PROJECT REPORT NUMBER		County Curry
MODIFICATION NUMBER 4	10-21-84	Project Number F-2-1(17)

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 30, 19 83, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 785,000.00	$ 808,000.00
Federal funds	$ 691,977.00	$ 712,252.00
Other revisions		

This modification is made for the following reasons: to include increased construction engineering costs and approved winter maintenance cost.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 22nd day of October, 1984.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Gary C. Potter

Manager, Program Section
(Title)

XXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon October 18, 1984

Federal-Aid Project No. F-2-1(17)

Frankfort Slide Section
Oregon Coast Highway
Curry County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code ROW
Right-of-Way

Right-of-Way	All Required		$ 5,000.00
		Subtotal	5,000.00
	Acquisition Expense		1,000.00
		Total	$ 6,000.00

Type Code SFTY
Roadway (Sta. 682+50 to Sta. 701+00)

Winter Maintenance-SFO #2		$ 15,000.00
Subtotal from Estimate of October 1, 1984		685,246.28
	Subtotal	$ 700,246.28
	Engineering	101,753.72
	Total	$ 802,000.00
Length of Project		0.0 mi.

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Right-of-Way	$ 6,000.00	$ 5,289.00	$ 711.00
Roadway	802,000.00	706,963.00	95,037.00
Total	$ 808,000.00	$ 712,252.00	$ 95,748.00

Group 1 100%
Contract No. 9636
Prefix: 8-1936, 8-1069, 8-2507
WH:bkb

9634

STATE COPY

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 10 -29		State Oregon
PROJECT REPORT NUMBER		County Curry
MODIFICATION NUMBER 3		Project Number F-2-1(17)

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

10 2 84

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 30, 19 83, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 686,000.00	$ 785,000.00
Federal funds	$ 604,709.00	$ 691,977.00
Other revisions		

This modification is made for the following reasons: to include increased construction and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 2nd day of October, 19 84.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

~~XXX~~ For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon October 1, 1984

Federal-Aid Project No. F-2-1(17)

Frankfort Slide Section
Oregon Coast Highway
Curry County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code ROW
Right-of-Way

Right-of-Way	All Required	$	5,000.00
	Subtotal		5,000.00
	Acquisition Expense		1,000.00
	Total	$	6,000.00

Type Code SFTY
Roadway (Sta. 682+50 to Sta. 701+00)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Watering	$ 22.00	130	2,860.00	262.4	5,772.80
Coarse Aggregate Base	8.75	6,700	58,625.00	8,145.62	71,274.18
Gravel in Drains	20.00	90	1,800.00	251.7	5,034.00
Hyd Exc UH-172 (PA #1)	129.10	240	30,984.00	318.75	41,150.63
D-8/Ripper (PA #1)	125.00	80	10,000.00	205.5	25,687.50
D-7 Tractor (PA #1)	100.00	272	27,200.00	313.75	31,375.00
10 C.Y. Trucks (PA #1)	45.00	200	9,000.00	260.5	11,772.50
Group 2 Operators (PA #1)	28.05	160	4,488.00	256.25	7,187.81
Rock Inlay (PA #1)	12.00	6,000	72,000.00	7,837.9	94,054.80
Subtotals			$ 216,957.00		$293,259.22

Increase $ 76,302.22

Subtotal from Estimate of December 19, 1983		608,944.06
Subtotal	$	685,246.28
Engineering		93,753.72
Total	$	779,000.00

Length of Project 0.0 mi.

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Right-of-Way	$ 6,000.00	$ 5,289.00	$ 711.00
Roadway	779,000.00	686,688.00	92,312.00
Total	$ 785,000.00	$ 691,977.00	$ 93,023.00

Group 1 100%
Contract No. 963~~6~~ 9634
Prefix: 8-1936; 8-1069; 8-2507
WH:bkb

9634

TE COPY

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NUMBER 5-109

PROJECT REPORT NUMBER

MODIFICATION NUMBER 8 ✓

U.S. Department of Transportation
Federal Highway Administration

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

Form Approved; O M B No. 04-R2089

State Oregon

County Curry

Project Number F-2-1(17)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 30, 19 83, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 680,000.00	$ 686,000.00
Federal funds	$ 599,420.00	$ 604,709.00
Other revisions		

This modification is made for the following reasons: to include approved funds for adding ROW.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 18th day of May, 19 84.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Wayne Holme

~~For~~ Manager, Program Section
(Title)

XXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By Tony Bunson
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen. File

Oregon State Highway Division
Salem, Oregon May 9, 1984

Federal-Aid Project No. F-2-1(17)

Frankfort Slide Section
Oregon Coast Highway
Curry County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code ROW
Right-of-Way

Right-of-Way	All Required	$ 5,000.00
	Subtotal	$ 5,000.00
	Acquisition Expense	1,000.00
	Total	$ 6,000.00

Type Code SFTY
Roadway (Sta. 682+50 to Sta. 701+00)

Total the same as previous estimate of Dec. 19, 1983	$ 680,000.00
Length of Project	0.0 mi.

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Right-of-Way	$ 6,000.00	$ 5,289.00	$ 711.00
Roadway	680,000.00	599,420.00	80,580.00
Total	$ 686,000.00	$ 604,709.00	$ 81,291.00

Group 1	100%
Contract No.	963~~6~~4
Prefix:	8-1936; 8-1069; 8-2507

RHZ:bkb

4624 Gen File

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State Oregon
MONTHLY TRANSACTION NUMBER 12-188		County Curry
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	
MODIFICATION NUMBER 1	12-21-83	Project Number F-2-1(17)

The Project Agreement for the above-referenced project entered into between the undersigned parties

and executed by the Division Administrator on June 30 , 1983 ,

is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 305,117.00	$ 680,000.00
Federal funds	$ 268,960.00	$ 599.420.00
Other revisions		

This modification is made for the following reasons: To include increase in construction costs and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 21st day of December , 1983 .

Oregon State Highway Division
(Official name of Highway Agency)

By Gary A. Potter

Manager, Program Section
(Title)

~~By~~ For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON December 19, 1983

FEDERAL AID PROJECT No. F-2-1(17)

Frankfort Slide Section
Oregon Coast Highway
Curry County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code SFTY
Roadway (Sta. 682+50 to Sta. 701+00)

Subtotal of previous estimate of June 29, 1983	$ 268,826.16

Additional Items

Hyd Exc UH-172	(PA #1)	240	Hours	129.10	$ 30,984.00
Hyd Exc UH-122	(PA #1)	40	Hours	105.00	4,200.00
D-8 w/Ripper	(PA #1)	80	Hours	125.00	10,000.00
D-7 Tractor	(PA #1)	272	Hours	100.00	27,200.00
D-3 w/winch	(PA #1)	40	Hours	50.00	2,000.00
Grader 140 G	(PA #1)	80	Hours	75.00	6,000.00
Loader JD-155	(PA #1)	40	Hours	69.00	2,760.00
Off-Hwy. Trucks	(PA #1)	960	Hours	112.00	107,520.00
10 C.Y. Trucks	(PA #1)	200	Hours	45.00	9,000.00
Water Truck	(PA #1)	50	Hours	45.00	2,250.00
Foreman	(PA #1)	200	Hours	32.50	6,500.00
Group 2 Operators	(PA #1)	160	Hours	28.05	4,488.00
Group 3 Labors w/saw	(PA #1)	95	Hours	29.10	2,764.50
Rock Inlay	(PA #1)	6,000	Cu. Yd.	12.00	72,000.00
Type 2 Fence	(PA #1)	1,450	Lin. Ft.	3.50	5,075.00
Slide Removal	(E.W.O. #1)		All Required		47,376.40
					$ 340,117.90

Increase	$ 340,117.90
Subtotal	608,944.06
Engineering	71,055.94
Total	$ 680,000.00

Length of Project ---------------- 0.0 mi.

Federal Funds (88.15%)	$599,420.00
State Funds	80,580.00
Total	$680,000.00

Group 1 100%
Contract No. ~~9636~~ 9634
Prefix: 8-1936
Prefix: 8-1069

RHZ:lks

1634

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 7-7	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT**	State Oregon County Curry Project No. F-2-1(17)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Frankport Slide Section

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	4-20-83	0.00
OTHER *(Specify)*		

FUNDS Pro-rata 88.15%

ESTIMATED TOTAL COST OF PROJECT $ 305,117.00	FEDERAL FUNDS $ 268,960.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

Oregon State Highway Division
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

By For: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
DALE E. WILK. *(Division Administrator)*
for Division Administrator

Date executed by Division Administrator [illegible]

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon, June 29, 1983

Federal Aid Project
No. F-2-1(17)

Frankport Slide Section
Oregon Coast Highway
Curry County

Project Agreement Estimate.

Type Code SFTY
Roadway (Sta. 682+50 to 701+00)

Mobilization	All Required		$ 15,400.00
Temporary Protection and Direction of Traffic	All Required		2,500.00
Temporary Signs	202 Sq.Ft.	7.98	1,611.96
Temporary Barricades	4 Each	37.50	150.00
Temporary Delineators	20 Each	35.00	700.00
Flagmen	1,400 Hour	5.00	7,000.00
Pilot Car	120 Hour	32.00	3,840.00
Clearing and Grubbing	All Required		11,000.00
Removal of Structures and Obstructions	All Required		4,800.00
General Excavation	36,800 Cu.Yd.	1.35	49,680.00
Trench Excavation	320 Cu.Yd.	5.11	1,635.20
Finishing Roadbed and Slopes	All Required		3,000.00
Watering	130 M-Gal.	22.00	2,860.00
Filter Fabric Membrane	8,700 Sq.Yd.	.56	4,872.00
Coarse Aggregate Base	6,700 Ton	8.75	58,625.00
3/4"-0 Aggregate Base	850 Ton	11.84	10,064.00
Class "B" Asphalt Concrete	2,100 Ton	33.00	69,300.00
8-inch Culvert Pipe	80 Lin.Ft.	11.00	880.00
18-inch Culvert Pipe	226 Lin.Ft.	11.00	2,486.00
24-inch Culvert Pipe	146 Lin.Ft.	12.00	1,752.00
8-inch Drain Pipe	600 Lin.Ft.	1.50	900.00
Filter Fabric	600 Sq.Yd.	.95	570.00
Gravel in Drains	90 Cu.Yd.	20.00	1,800.00
Guard Rail, Type 2A	650 Lin.Ft.	12.00	7,800.00
Guard Rail Anchors, Type 1	2 Each	295.00	590.00
Rail End Pieces, Type C	2 Each	75.00	150.00
Delineators, Type 2	15 Each	20.00	300.00
Delineators, Type 4	4 Each	15.00	60.00
Roadside Seeding and Mulching	4 Acre	575.00	2,300.00
			$266,626.16

Anticipated Items

Permanent Pavement Striping	All Required	$ 1,000.00
Install Pavement Markers	All Required	200.00
Temporary Erosion Control	All Required	1,000.00
		$ 2,200.00
	Subtotal	$268,826.16
	Engineering	36,290.84
	Total	$305,117.00

Length of Project 0.00 mi.

Retain in Program
(not included in amounts below)

Slide Correction	All Required	$ 20,000.00

Federal Funds (88.15%)	$268,960.00
State Funds	36,157.00
Total	$305,117.00

Group 1 - 100%;
Contract No. 9636 9634
Prefix 8-1936
Prefix 8-1069

October 24, 1985

Safeco Insurance Company
4101 S.W. Kruse Way
Lake Oswego, OR 97034

CON 5
#9634

On August 27, 1985, we wrote to you concerning release of final payment on Contract No. 9634 awarded to Johnson Rock Products, Inc. for work on Frankport Slide Section of the Oregon Coast Highway in Curry County.

Final payment on this contract is $14,953.83 and the total contract amount is $699,821.42 including $58,691.93 for work performed under force account.

Robert W. Gormsen
COMMISSION SERVICES

cc: Johnson Rock Products, Inc.
P.O. Box 548
North Bend, OR 97459

bc: C. O. Fredrickson
Walt Hart
James J. Gix

FKN:arc

NOTED ON CARD
10-2485 ac

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-2-1(17)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Curry

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 20135

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 12/20/83

8. FEDERAL ROUTE NUMBER Primary 2

9. STATE ROUTE NUMBER Primary 9

10. GENERAL LOCATION:

Frankport Slide Section

11. GENERAL DESCRIPTION OF WORK

Revised Force Order Cost

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
XX☒ CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Fredrickson's letter of 11/2/84 the revised costs to a TEC of $24,496; Federal Funds $21,593 for work under SFO #2 is approved contingent upon modification of Project Agreement if additional funds are required.

(Increase TEC $9,496; Federal Funds $8,370)

RECEIVED
STAT HWY ENGR
NOV 27 '84
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig to
11/27

14. DATE 11/26/84

15. SIGNATURE OF APPROVING OFFICIAL G K Hassner

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

DATE: November 8, 1984

TO: Oregon Transportation Commission

CON 5

ORIGINAL [illegible]

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Frankport Slide Section
Oregon Coast Highway, Curry County
Contract No. 3634

This federal-aid project has been completed and it is now apparent that the final cost will exceed the project authorization by $65,400 or 9 percent. The authorization was increased at the meeting of September 20, 1983 due to continued movement of the hillside requiring additional slide removal and disposal work, and again at the meeting of February 29, 1984 as the slide continued to be active and final quantities were still unknown. Winter maintenance caused by delayed completion was also a contributing factor in necessitating the second increase.

Removal of the remaining slide material from last winter required more time than had been anticipated as hauling equipment was slowed by the saturated material. Continual leveling was also required at the disposal area. Additional areas of the existing roadway were removed in order to provide a satisfactory riding surface for the finished project, and additional quantities of base and surfacing materials were required to complete the project. These items added approximately $38,000 to the cost of the project.

Winter maintenance work proved to be more costly than anticipated, and french drains were installed on the hillside to intercept and transport subsurface water from the slide area. These items added approximately $22,000 to the cost of the project.

Additional construction engineering charges were also incurred in properly inspecting, monitoring and documenting the added work.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

I recommend that the authorization be increased by $65,400 to a new total of $807,217.69. This matter will be on the consent calendar for the November 20 meeting.

cc Fred D. Miller
R. W. Gormsen
C. O. Fredrickson
V. E. Skoog
Jim Gix
George Bell

STATE OF OREGON **INTEROFFICE MEMO**

Highway Construction 378-6318 FILE: CON 5

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: November 8, 1984

O. B. Jackmond

FROM: O. B. Jackmond, P.E., P.L.S.
Contract Administration Engineer

SUBJECT: Request for Increase in Project Authorization
Frankport Slide Section
Oregon Coast Highway, Curry County
Contract No. 9634

This federal aid project has been completed and it is now apparent that the final cost will exceed the project authorization by $65,400 or 9 percent. The authorization was increased at the meting of September 20, 1983 due to continued movement of the hillside requiring additional slide removal and disposal work, and again at the meeting of February 29, 1984 as the slide continued to be active and final quantities were still unknown. Winter maintenance caused by delayed completion was also a contributing factor in necessitating the second increase.

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Winter maintenance work proved to be more costly than anticipated, and french drains were installed on the hillside to intercept and transport subsurface water from the slide area. These items added approximately $22,000 to the cost of the project.

Additional construction engineering charges were also incurred in properly inspecting, monitoring and documenting the added work.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $65,400.00. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:HHP:mk

NOTED
W. E. SCHWARTZ

Attach.

RECEIVED
STAT HWY ENG.
NOV 8 '84
REFER TO
FOR
Info Inves R/D D/R Sign Act File

cc: J. J. Gix
B. M. Walton
F. D. Morrison
W. F. Cobine

81-125-1307

Contains Recycled Materials

96-

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Frankport Slide

WEEK ENDING: Oct. 6, 1984

SECTION PREFIX: 8-1069-900

HIGHWAY: Oregon Coast

COUNTY: Curry

NAME OF JOB: Frankport Slide

KIND OF WORK: Grading and paving

CONTRACTOR: Johnson Rock Products

CONTRACT NUMBER: 9634

FEDERAL AID PROJECT NUMBER: F-2-1(17)

DATE OF CONTRACT: May 19, 1983

DATE WORK STARTED: June 21, 1983

ESTIMATED COMPLETION DATE: Aug. 29, 1984

AVERAGE FORCE ON PROJECT FOR THE WEEK:

SPECIFIED WORK DAYS:

WORK DAYS USED:

MEN: SUPERVISION:

SPECIFIED CALENDAR DAYS: 186.5

CALENDAR DAYS USED: 204

Increased Auth. Appr. 2/29/84 $100,000

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 109

PROJECT AUTHORIZATION: $ 741,817.69

EXCLUSIVE OF ENGINEERING: $ 666,817.69

ENGINEERING AUTHORIZATION: $ 75,000.00

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 98

This week 337.74

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 796,208.80

ENGINEERING COST TO DATE: $ 77,709.17

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 107

DATE PROJECT WAS COMPLETED: Aug. 29, 1984

ESTIMATED PERCENT: OVERRUN 7.3 %

PERCENT OF AUTHORIZATION: 104 %

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.35				
MILES PARTIALLY COMPLETED	0.35				
MILES COMPLETED	0.00				
TOTAL ESTIMATED QUANTITIES (CONTRACT)	37,447	7,550			2,100
TOTAL QUANTITIES CORRECTED TO DATE	95,638	9,475			2,221
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	95,638	9,475			2,221
AVERAGE DAILY QUANTITIES	0	0			0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0	0			0
NUMBER OF SHIFTS PER DAY	0	0			0
HOURS PER SHIFT	0	0			0

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 30				
MONDAY 1				
TUESDAY 2				
WEDNESDAY 3				Semi-Final estimate submitted. This will be the last weekly report.
THURSDAY 4				
FRIDAY 5				
SATURDAY 6				

RECEIVED
OCT 09 1984
CONSTRUCTION SECTION
CE E CA LS TC
COE OM SA CC
CA FE
CAM MA
CP QCS ✓
LEO FILE

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi-Final Estimate submitted Oct. 3, 1984. This will be the last weekly report.

SIGNED Perry L Nichols LOCATION Coquille, OR

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES

SP*F216

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

September 17, 1984

In Reply Refer to
File No.:

Johnson Rock Products, Inc.
P. O. Box 548
North Bend, OR 97459

Time Extension Request
Frankport Slide
Contract No. 9634
FAP No. F-2-1(17)

Your request for additional contract time in which to complete the above project has been reviewed.

A contract time adjustment of an additional 17-1/2 calendar days is granted due to performance of additional work and extra work. This adjusted contract time of completion of this project is 204 calendar days. This will eliminate all liquidated damages under this contract.

W. E. Schwartz, P.E.
Ass't. State Highway Engineer
for Operations

bc: C. O. Fredrickson
Jim Gix w/att.
F. D. Morrison w/att.
FHWA w/att.
Bruce Walton

TE/92

Form 734-3122

CON 5

STATE OF OREGON **INTEROFFICE MEMO**

Highway Division - Region 3 440-3399

TO: C.O. Fredrickson
Construction Engineer ATTN: O.B. Jackmond

DATE: August 29, 1984

FROM: W.J. Quinn
Region Construction Engineer

SUBJECT: Time Extension Request [illegible]
Contract 9634
Frankport Slide [illegible]

I agree with Frank Morrison's recommendation that a 25-day extension be granted for the subject contract because of the extra work that was performed.

9-15-84

I concur with Region and Project Manager and recommend a time extension of 17½ C.D. due to performance of extra and additional work. This will eliminate all liquidated damages.

O.B. Jackmond

wjq/cp
attach.

RECEIVED
SEP 4 1984
CONSTRUCTION SECTION
CE ___ CAE ___ LS ___ TC ___
COE ___ OM ___ SA ___ CC ___
CA ___ PE ___
CAM ___ MA ___
CP ___ OCS ___
EEO ___ FILE ___

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-2-1(17)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Curry

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 20135

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAY 3 '84
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

orig to
5/3

7. DATE AUTHORIZATION EFFECTIVE 4/30/84

8. FEDERAL ROUTE NUMBER Primary 2

9. STATE ROUTE NUMBER Primary 9

10. GENERAL LOCATION:
Frankport Slide Section

11. GENERAL DESCRIPTION OF WORK
Program Change and Right-of-Way

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☒ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* See Below

13. REMARKS

As requested by Mr. Potter's letter of 4/25/84 I approve the program change adding to the character of proposed work "acquisition of right-of-way".

Also, as requested, you are authorized to proceed with the acquisition of file #53726 as shown on sketch map attached to request at a TEC of $6,000, Federal Funds $5,289.

Federal participation is limited to that right-of-way actually incorporated in the final location of the subject project.

14. DATE 4/30/84

15. SIGNATURE OF APPROVING OFFICIAL John A Wickman

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

7p

ROAD DESIGN SECTION 378-6558 ROW 3-1

J. E. Boyd, Manager
Right of Way Section

April 6, 1984

J. H. Versteeg
Road Design Engineer

File 53726
Frankport Slide Section
Oregon Coast Highway
Curry County

Attached is a description (1 file), an authorization and right of way prints covering right of way required for the subject slide correction project.

By:

W. H. Wakerlig
R/W Descriptions Supervisor

WHW:rlr
Attachments

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-2-1(17)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Curry

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 20135

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAR 12 '84
REFER TO Potter
FOR
Info | Imed | R/A | D/R | Sign | Act | File

Orig to
3/13

7. DATE AUTHORIZATION EFFECTIVE 12/20/83

8. FEDERAL ROUTE NUMBER Primary 2

9. STATE ROUTE NUMBER Primary 9

10. GENERAL LOCATION:

Frankport Slide Section

11. GENERAL DESCRIPTION OF WORK

Winter Maintenance

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 12/20/83 as requested in Mr. Fredrickson's letter of 2/16/84 as being cost effective for the use of State forces to proceed with the above work. State Force Order No. 2 is approved for a TEC of $15,000, Federal Funds $13,223.

14. DATE 2/27/84

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

DATE: February 15, 1984

TO: Oregon Transportation Commission CON

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Frankport Slide Section
Oregon Coast Highway, Curry County
Contract No. 9634

This federal-aid slide correction project was approximately 69 percent complete on December 31, 1983 with final completion anticipated to be in June, 1984. It now appears that the final cost will exceed the project authorization by $100,000 or 15.6 percent. The project authorization was increased by action of the Commission at the meeting on September 20, 1983. That increase was based on major additional slide removal work.

Early winter weather slowed slide removal operations considerably, and eventually prevented completion of the project in 1983. The slide is still active, so final quantities are as yet unknown but the major slide correction work is presently estimated to add approximately $80,000 over the current authorization.

Since completion of the project was delayed by winter weather conditions, it became necessary for State forces to maintain the project during suspension of the work. This is expected to add approximately $15,000 to the cost of the project. In addition, construction engineering costs are expected to increase by approximately $5,000 due to the additional contract work.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

I recommend that the authorization be increased by $100,000 to a new total of $741,817.69. This matter will be on the consent calendar for the February 28 meeting.

HHP:mk sl

bc Fred D. Miller
R. W. Gormsen
C. O. Fredrickson
V. E. Skoog
Jim Gix
George Bell

STATE OF OREGON **INTEROFFICE MEMO**

Highway Construction 378-6318 FILE: CON 5

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: February 9, 1984

FROM: O. B. Jackmond
O. B. Jackmond
Contract Administration Engineer

O.K. - WES

SUBJECT: Request for Increase in Project Authorization
Frankport Slide Section
Oregon Coast Highway, Curry County
Contract No. 9634

This federal aid slide correction project was approximately 69 percent complete on December 31, 1983 with final completion anticipated to be in June, 1984. It now appears that the final cost will exceed the project authorization by $100,000.00 or 15.6 percent. The project authorization was increased by action of the Commission at the meeting on September 20, 1983. That increase was based on major additional slide removal work.

Early winter weather slowed slide removal operations considerably, and eventually prevented completion of the project in 1983. The slide is still active, so final quantities are as yet unknown but the major slide correction work is presently estimated to add approximately $80,000 over the current authorization.

Since completion of the project was delayed by winter weather conditions, it became necessary for State forces to maintain the project during suspension of the work. This is expected to add approximately $15,000 to the cost of the project. In addition, construction engineering costs are expected to increase by approximately $5,000 due to the additional contract work.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $100,000.00. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:HHP:mk

Attach.

cc: J. J. Gix
F. D. Morison
B. M. Walton
W. F. Cobine

Com/Mem/7

81-125-1387

1134

December 27, 1983

CON

Johnson Rock Products, Inc.
P.O. Box 548
North Bend, OR 97459

Time Extension Request
Frankport Slide
Contract No. 9634
FAP No. F-2-1(17)

Your three requests for additional contract time in which to complete the above project have been carefully reviewed.

Request No. 1:

You were notified by letter of May 19 that contract time on this project would commence on June 1. Your letter requesting a preconstruction conference was received by the Project Manager on June 13. A preconstruction conference was held on June 17, which appears to be a reasonable and timely response. Your request for additional contract time due to this reason is denied.

Request Nos. 2 and 3:

These requests were for additional contract time due to the performance of extra work. A contract time adjustment of 66 1/2 calendar days is granted due to the extra work performed under Order for Extra Work No. 1 and Price Agreement No. 1. The adjusted contract time for completion of the project is 186 1/2 calendar days.

W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

OBJ:mk sl

bc	H. S. Coulter	
	C. T. Keasey	
	Jim Gix	w/att.
	F. D. Morrison	w/att.
	FHWA	w/att.
	Bob Church	

STATE OF OREGON **INTEROFFICE MEMO**

TO: J. X. Wilson, Region Const. Engr.

DATE: November 23, 1983

FROM: F. D. Morrison
F. D. Morrison, Project Manager

RECEIVED
DEC 2 1983
CONSTRUCTION SECTION
CE CAE FCE OCE FEO OM CA LS TC FE CP

SUBJECT: Contractors Request for Adjustment of Contract Time.
Frankport Section - Oregon Coast Hwy.
Curry Co. - Contract No. 9634

Attached are three seperate contractors requests for the above subject section. I will handle all three requests as one request in my response. The contractors first request is from June 1, 1983 thru June 19, 1983. The second request is from July 29, 1983 thru August 11, 1983 and the third request is from September 26, 1983 thru November 13, 1983.

First Request

The contractor mailed this office a request for a preconstruction conference, dated 6-9-83. This office received the letter 6-13-83 and set up a preconstruction conference for 6-17-83. I do not feel this was too long a waiting period for the contractor. After the pre-con., the contractor installed signs on the project 6-23-83 and started actual excavation work on 6-27-83. On May 19, 1983, the contractor was mailed a letter telling him his contract time would begin June 1, 1983. During this time, no contact was made by the contractor to hold any preconstruction conference, until they received our first weekly statement of contract time charges. I do not feel this request should even be considered. I do not recommend any calendar days for the request.

Request No. two

The contractor started excavation on Extra Work Basis, involving slide removal July 29, 1983 and completed this work on August 11, 1983. Since this is work which was beyond the neat lines of the contract, I recommend we grant the contractor 14 Calendar Days for the added work.

Request No. three

On September 26, 1983 the contractor started removing more slide material outside the original typical sections. This work continued until 12:00 noon November 17, 1983 at which time the contractor was issued a stop work order, as the material is too wet to work and the sloppy material was hindering drainage. All of the slide materials have not been removed as of this date. More slide material will have to be removed next spring, when the weather has improved. I recommend we grant the contractor 52½ calendar days for this added work.

In conclussion, I recommend that we grant the contractor 66½ calendar days for the added work he has performed as of this date.

W.E. Schwartz - 12-19-83
I concur with Region & P.M.
O.B. Jacknund

ROSEBURG REGION
RECEIVED
NOV 28 1983

11-28-83
cc: O.B. Jacknund - I agree with Frank's recommendations. Should we process these at this time? Do you want all on one form?
J.X.W.

9634

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO.:

DATE: September 20, 1983

TO: Oregon Transportation Commission

CON

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Frankport Slide Section
Oregon Coast Highway, Curry County
Contract No. 9634

This federal-aid slide correction project was approximately twenty percent complete on August 31. It is now apparent that the final cost will exceed the project authorization by $314,000 or 95.8 percent.

The primary cause of this extreme overrun is the continued movement of the hillside necessitating additional slide removal and disposal work. This additional work will be performed on a force account basis utilizing rates negotiated with the contractor which are less costly than the blue book rates normally used for such work. These rates have been studied and approved by the Cost Analysis Section. The major additional slide correction work is expected to directly add nearly $237,000 to the cost of the project.

Earlier minor slide correction work, which was an anticipated item under the contract, added $27,400 to the cost, and minor overruns of contract bid items due to additional slide activity added nearly $18,000. The balance of the overrun consists of increased engineering costs necessary to cope with the increased amount of work.

Some additional right-of-way will have to be acquired at an as-yet unknown cost.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

I recommend that the authorization be increased by $314,000 to a new total of $641,817.69. This matter will be an NOA item for the September 20 meeting.

HHP:Mk st

bc Fred D. Miller
R. W. Gormsen
C. T. Keasey
V. E. Skoog
Jim Gix
George Bell

Form 734-3123

5

STATE OF OREGON **INTEROFFICE MEMO**

Highway Construction 378-6318 FILE: CON 5

TO: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

DATE: September 19, 1983

FROM: O. B. Jackmond, P.E., P.L.S.
Contract Administration Engr.

SUBJECT: Request for Increase in Project Authorization
Frankport Slide Section
Oregon Coast Highway, Curry County
Contract No. 9634

NOTED
H.S. COULTER

This federal aid slide correction project was approximately twenty percent complete on August 31 and it is now apparent that the final cost will exceed the project authorization by $314,000.00 or 95.8 percent.

The primary cause of this extreme overrun is the continued movement of the hillside necessitating additional slide removal and disposal work. This additional work will be performed on a force account basis utilizing rates negotiated with the contractor which are less costly than the blue book rates normally used for such work. These rates have been studied and approved by the Cost Analysis Section. The major additional slide correction work is expected to directly add nearly $237,000 to the cost of the project.

Earlier minor slide correction work, which was an anticipated item under the contract, added $27,400 to the cost, and minor overruns of contract bid items due to the additional slide activity added nearly $18,000. The balance of the overrun consists of increased engineering costs necessary to cope with the increased amount of work.

Some additional right of way will have to be acquired at an as-yet unknown cost.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

I recommend that the authorization be increased by $314,000.00 to a new total of $641,817.69. This matter will be on the consent calendar for the September 20 meeting.

OBJ:HHP:cb

Attach.

cc: Jim Gix
F. D. Morrison
R. D. Church
D. E. Swan

RECEIVED
STATE HWY ENGR
SEP 20 '83
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

STATE OF OREGON

INTEROFFICE MEMO

TO: J.X. Wilson
Region 3 Construction Engineer

DATE: September 14, 1983

F.D. Morrison

FROM: F.D. Morrison
Project Manager

SUBJECT: Frankport Slide Section
Oregon Coast Highway
Curry County
Contract 9634

The Contractor started excavation, as per the contract plans at the north end. When he progressed to the south end several slips developed in the cut slopes from Sta. 694 to 698. We had the Contractorremove a portion of this slide area E.W.O. #1. The slope was flattened and a bench was put in the slope.The Contractor then substantially completed the excavation from Sta. 691+50 to 699+50 then went back to 684 and resumed excavation work. The cut bank between 687 to 691 had developed some cracks and when the contractor removed material in this area it showed movemnet. When we investigated we found cracks at the top of the slope from 682+50 to 685 and from 687+50 to 691+50. The second area is where we were removing the remainder of the old Coast Highway. This cut ranges from 70 feet to over 125 feet high.

Ed Johnson and Elliot Parker came down to the project and looked over the slide areas and made recommendations for corrective work. In the meantime, the Contractor continued to remove the cut portion of this project. The more material they removed, the more material ravelled down the slope. The Contractor had to change the backing pattern of his trucks as several small rocks rattled down the slope and hit the side of the equipment. The Contractor wanted the State to take over responsibility for this work but I instructed them it was their responsibility for this work but I instructed them it was their contract and their responsibility. After more material rattled down the slope, the Contractor was shut down until we could come up with a safer method of removing the slide material.

Since the slide became apparent, we cross-sectioned the sliding areas, contacted the adjacent property owner for a permit of entry to get the material out. We will need additional R/W on the project which we have have promised to negotiate or begin condemnation by March 1, 1984. We also got a temporary easement, for 90 days duration, to dispose of the excess material, on private property, which will allow the material to be hauled with off-highway equipment.

We have staked the two smaller slides and staked the new fence line. We are in the process of slope staking the largeslide.

Our best estimate for this work is $259,974.00 including engineering. This estimate is based on equipment rental rates furnished by the Contractor. These rates are less than Blue Book rates and have been checked with the cost analysis section in Salem.

We feel the daily production rate will be around 3000C.Y. per day. Therefore we used 20 days for the excavation portion of the work. Four days will be needed for clearing and constructing a haul road to the disposal area. Then 7 days will be required to place the rock inaly material.

We have included sketches of the cross-section designed by Ed Johnson, an estimate of costs for the slide work, a copy of estimated work left and an Expected Overrun of Project Authorization covering the work already completed as well as the increase in Engineering.

We will need quick action on this proposal as we are running out of good weather, which will hinder the completion of the project this fall.

Frankport Slide Section
Oregon Coast Highway
Curry county
Contractor: Johnson Rock Products

Contract: 9634
Prefix: 8-1069
Federal Aid No.: F-2-1(17)

Estimate of costs to excavate slide material using hourly rental rates for Contractor's equipment:

Equipment	No. Hours	Cost/Hr	Total
Hydraulic Excavator UH-172	160	129.11	20,657.60
Hydraulic Excavator UH-122	40	105.00	4,200.00
Crawler-Tractor w/ripper D-8	80	125.00	10,000.00
Crawler-Tractor D-7	192	100.00	19,200.00
Crawler-Tractor w/winch D-3	40	50.00	2,000.00
Motor Grader 140G	80	75.00	6,000.00
Crawler-Loader w/4-way JD 755	40	69.00	2,760.00
Off-Hiway Dump Trucks 20 CY	640	110.00	70,400.00
On-off hwy Dump Trks 10CY	200	45.00	9,000.00
Water Truck 500gal	50	45.00	2,250.00
Foreman	200	32.52	6,504.00
Group 2 Operator (checker)	160	28.04	4,486.40
Group 3 Laborer w/ chain saw	48	28.07	1,347.36
	Subtotal for excavation		$158,805.36

Additional work required:

Rock Inlay	6,000 C.Y.	12.00/cy	$72,000.00
Type 2 Fence	1,410 L.F.	3.50/lf	4,935.00
Flagging	120 Hrs.	5.00/hr	600.00
	Subtotal for additional work		$77,535.00
	Total		$236,340.36
	10% Engineering		23,634.04
	Grand Total		$259,974.40

9-16-83
Prices are okay

H. D. Morrison

Frankport Slide Section
Oregon Coast Highway
Curry County
Contractor: Johnson Rock Products

Contract: 9634
Prefix: 8-1069
Federal Aid No.: F-2-1(17)

Contract Work Not Yet Completed

Temporary Protection and Direction of Traffic and related items:

The bulk of the work remains to be done as we haven'begun removing the existing highway.

Grading:

Approximately 11,000 C.Y., including the existing roadbed and then nearly all of the finishing roadbed and slopes. The clearing is substantially complete.

Surfacing and Paving:

All 8,200 tons of aggregate base and 2,100 tons of A.C. remain to be placed. The aggregates (base & A.C.) are crushed and stockpiled 1 mile± north of Port Orford.

Culverts and Underdrains:

One 24" culvert, 2 18" culverts and 1 8" culvert remain to be installed. The culvert pipe for these is stored on the jobsite. 600' of drain pipe remains to be installed, however the quantity of drain pipe may be increased if needed.

Guardrail and delineators:

1200 L.F. of guardrail, Type 2A and 35 each delineators, type 2 and 4 remain to be installed.

Roadside Seeding and Mulching:

Approximately 12 Acres will be seeded and mulched, including the original contract areas and the slide removal areas and disposal site.

The total value of the remaining work under the contract is approximately $216,150.00

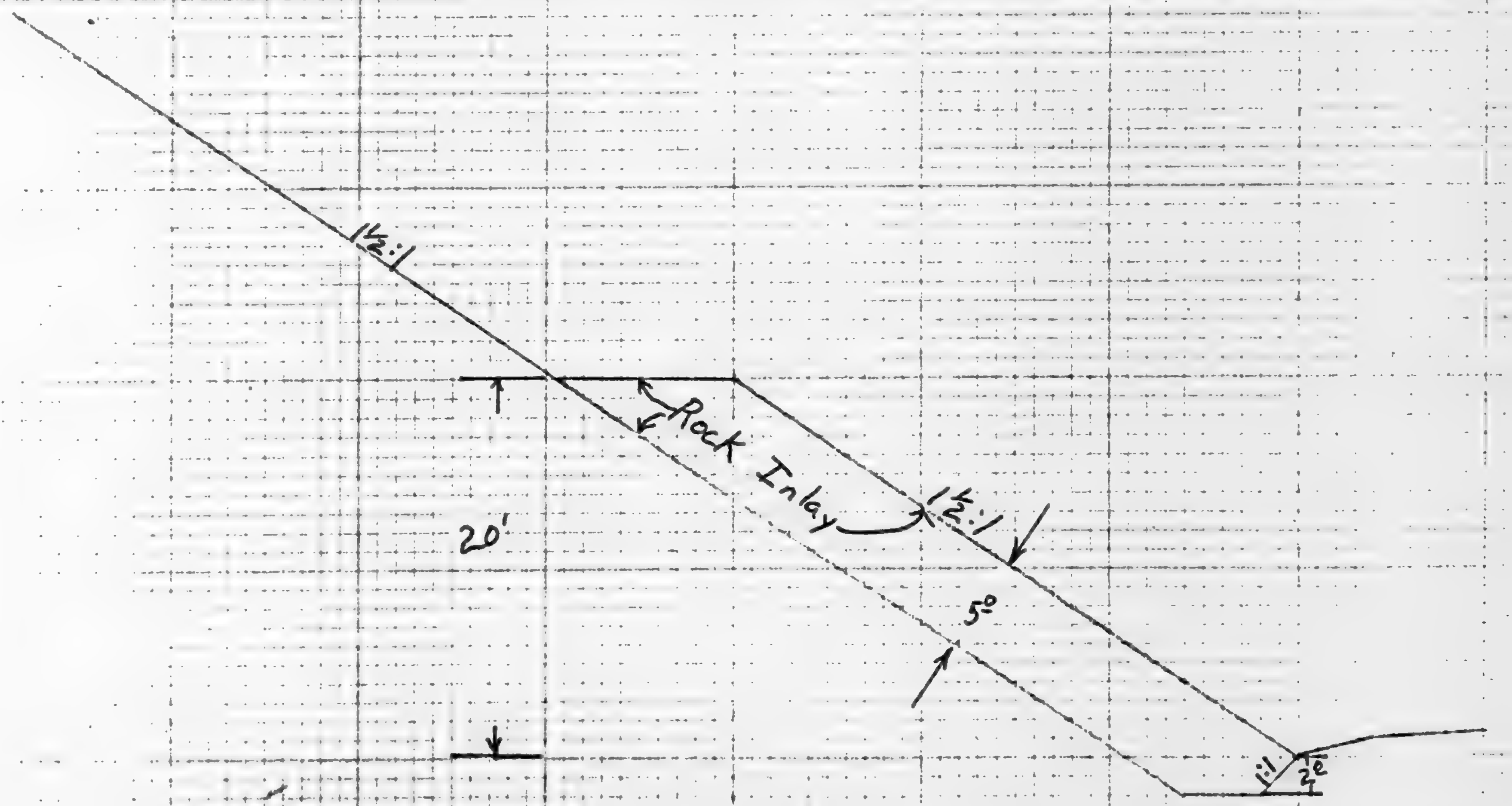
9/10/83
date

F.D. Morrison
F.D. Morrison
Project Manager

Sec III

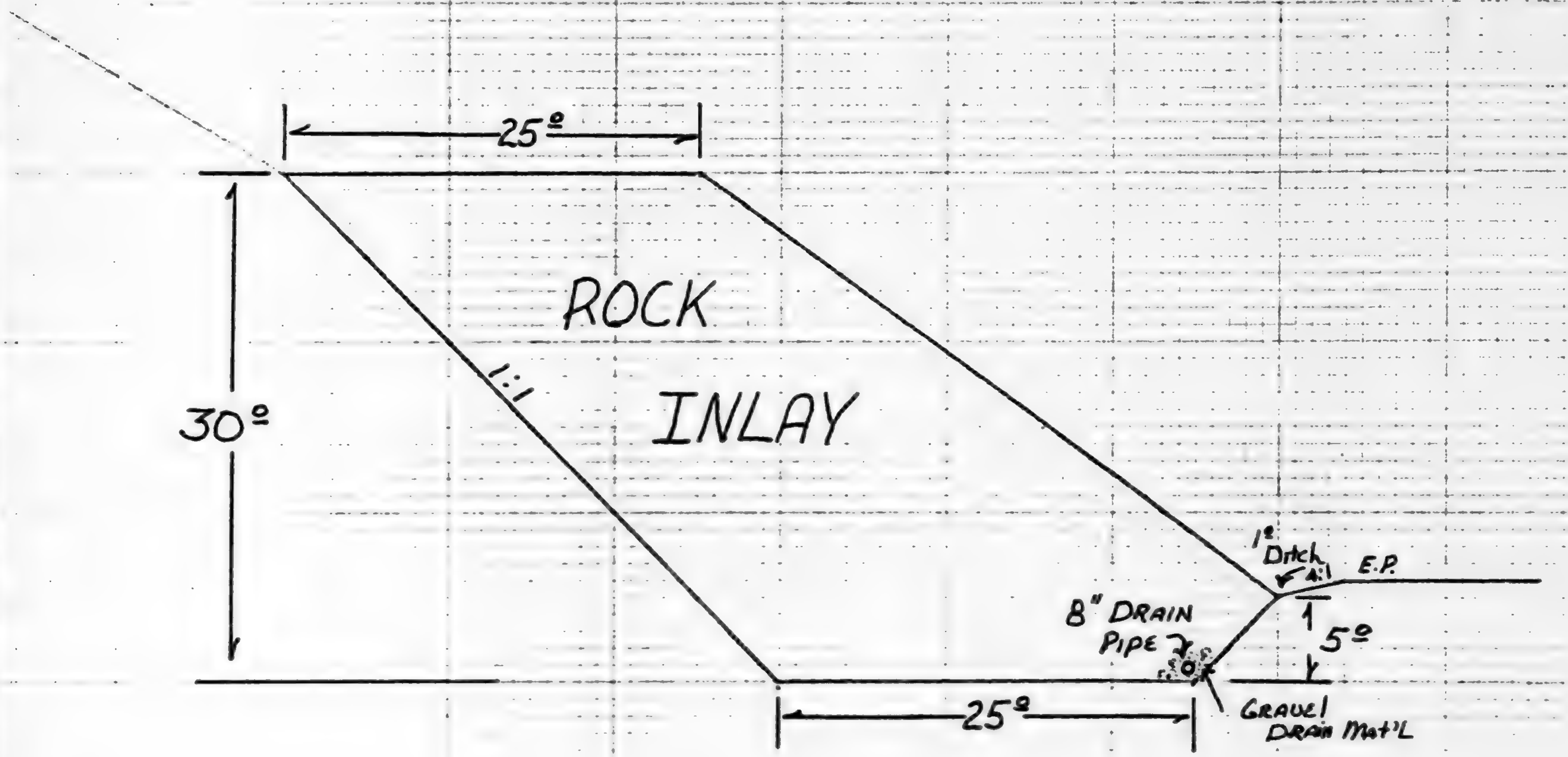
Frankport Slide

Typical Section Sta. 682+50 to 685~


1½:1
Rock Inlay
1½:1
20'
5º
1:1
2º

FRANKPORT SLIDE

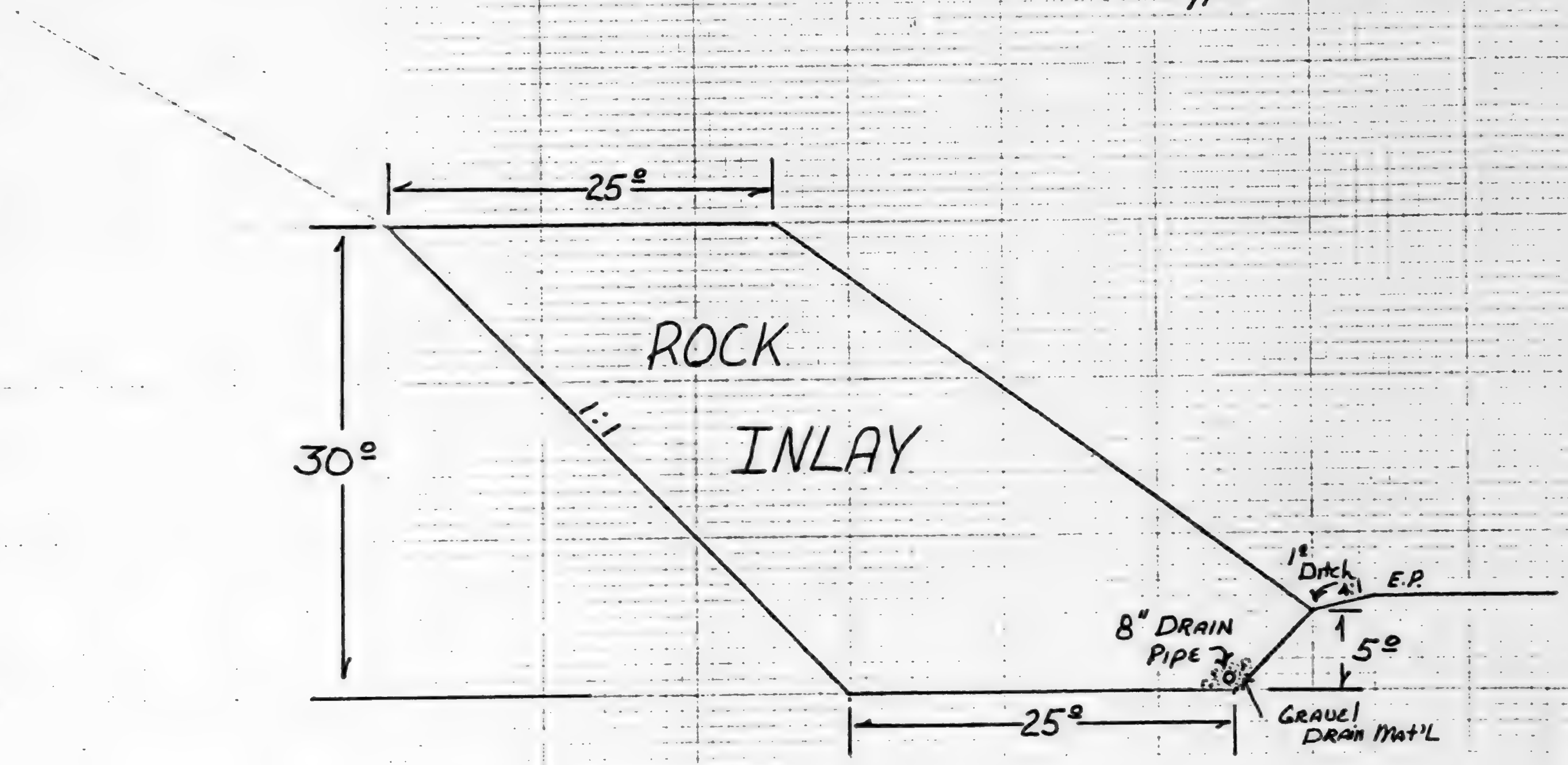
Typical for Sta. 694~ to 695+75


25º
30º
ROCK
INLAY
1:1
1º Ditch
4:1
E.P.
8" DRAIN PIPE
5º
25º
GRAVEL DRAIN Mat'L

SEC II

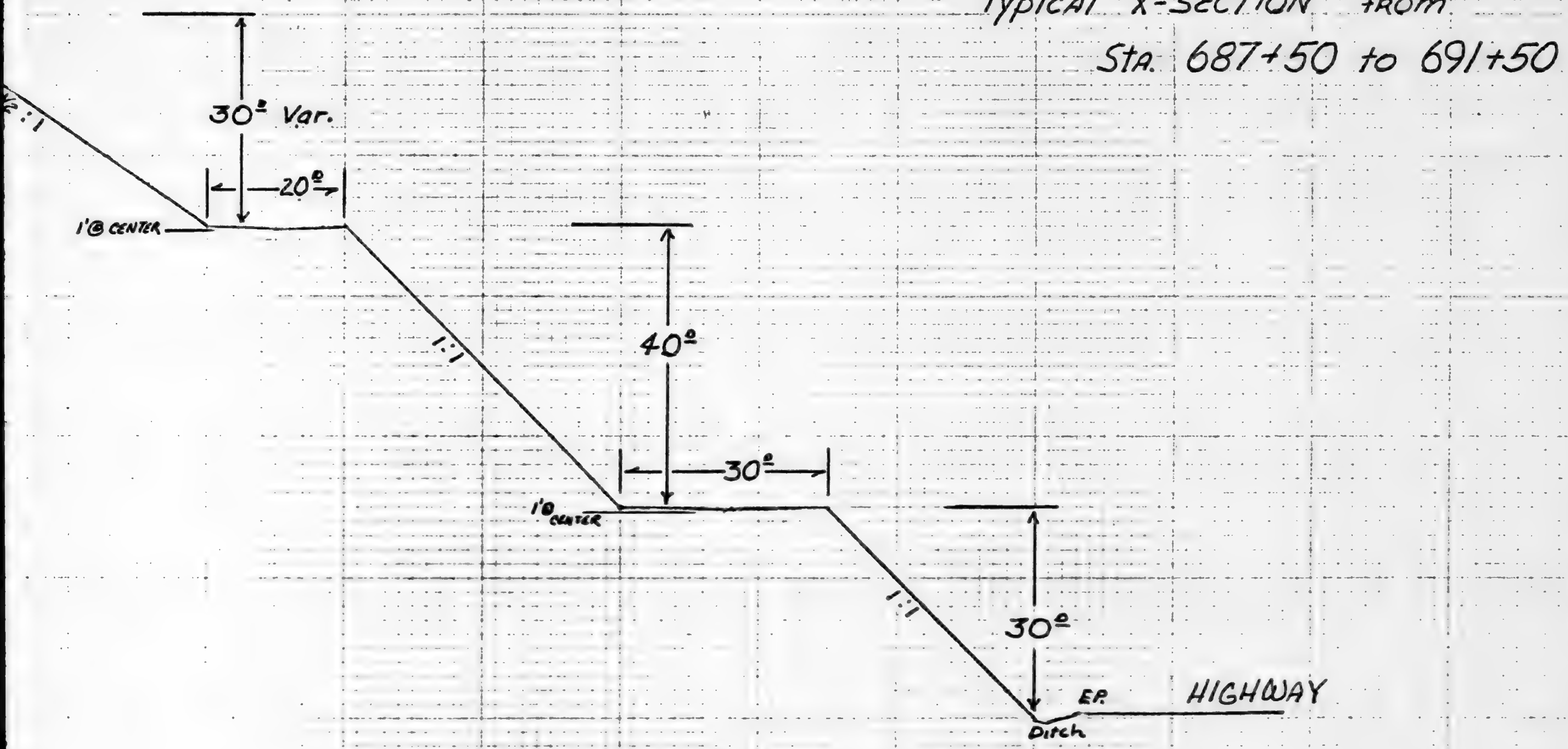
FRANKPORT SLIDE

Typical for Sta. 694~ to 69


25º
ROCK
INLAY
30º
1:1
1º Ditch
4:1
E.P.
8" DRAIN PIPE
5º
GRAVEL DRAIN MAT'L
25º

DRAWN By
J.W. Holt

FRANKPORT SLIDE

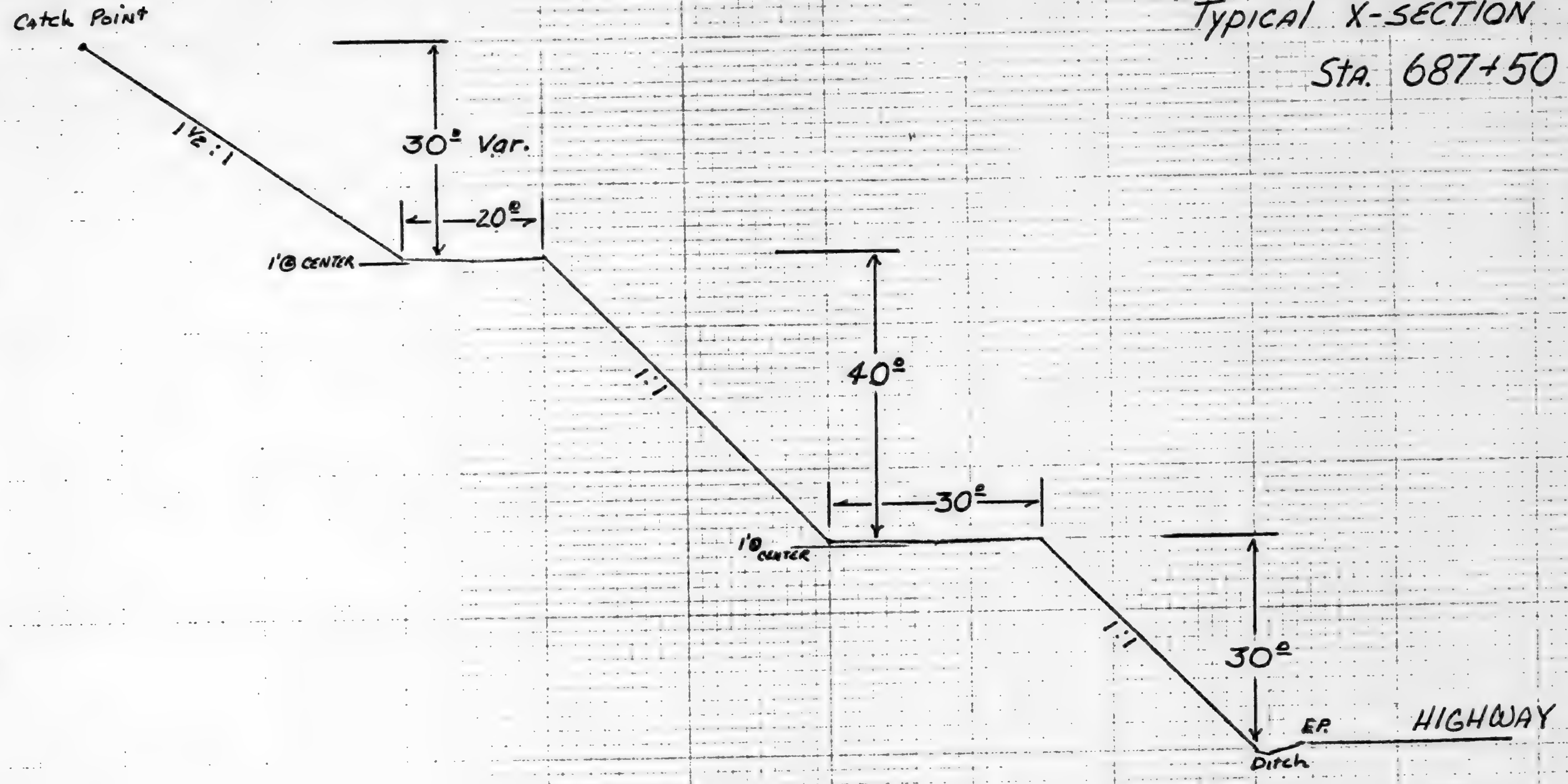

Typical X-SECTION from
Sta. 687+50 to 691+50

:1
30± Var.
20±
1'@ CENTER
1:1
40±
30±
1'@ CENTER
1:1
30±
E.P.
Ditch
HIGHWAY

SEC ~~III~~ I

FRANKPORT SLIDE

Typical X-SECTION from
Sta. 687+50 to 69


Catch Point
1½:1
30± Var.
20±
1'@ CENTER
1:1
40±
30±
1'@ CENTER
1:1
30±
E.P.
HIGHWAY
Ditch

DRAWN By
J.W. Holt

STATE OF OREGON

HIGHWAY DIVISION

INTEROFFICE MEMO

PRO

TO: Robert N. Bothman
Assistant State Highway Engineer

DATE: August 12, 1983

FROM: Gary A. Potter, Manager ORIGINAL SIGNED BY GARY A. POTTER
Program Section

SUBJECT: Minor Creek Slide Section
Wilson River Highway
Tillamook County

Winchester Bay Slide
Oregon Coast Highway
Douglas County

The Federal Highway Administration was unable to approve the program change and authorize the acquisition of right of way on the Minor Creek Slide Section because we had already obtained the right to occupy and use all of the right of way through Permits of Entry. The FHWA went on to warn us that caution should be exercised when we are resorting to the use of Permits of Entry to insure that the intent of Section 301 of the Uniform Act is met. We need to make every reasonable effort to acquire real property by negotiations and then make payment to an owner before taking possession.

Ed Hunter in assigning this response to me stated that there must be room in the regulations to take care of the rush of emergency work.

This is true, there is room in the regulations to take care of the rush of emergency work, however, the project history of the Minor Creek Slide could hardly be considered an emergency.

The Minor Creek Slide project prospectus, was received in Salem in September, 1982 and the location survey was approved in October, 1982. P.E. was approved in January, 1983 and the need for right of way was not known until July, 1983.

When we requested authority for acquisition of right of way in July of 1983, it was not approved by the FHWA when they learned that we had already obtained use of the right of way by Permit of Entry. We will now have to buy the right of way with State funds.

After the Federal Highway Administration had turned this project down, another request from Right of Way just arrived dated August 8, 1983 for programming of acquisition of right of way for the Winchester Bay Slide, Oregon Coast Highway in Douglas County.

RECEIVED
TECHNICAL SERVICES
AUG 15 '83
REFER TO
FOR
Info
Inves
R/D
D/R
Sign
Act
File

81-123-1387

The slide occured in the winter of 1981-82. Transportation Commission approved the project in May, 1982, and now we have a request for programming for right of way dated August 8 and a letting date of August 25. The job is already advertised.

The Federal Highway Administration has indicated that they will reject out of hand the request for programming right of way and accordingly we will program the acquisition of right of way with State funds.

The conclusion is that we must perform in a more timely fashion on these slides in order to allow time for the Federal Highway Administration to approve our right of way acquisition request.

By copies of the memorandum I am transmitting to Ed Hunter and Bruce Boyd the project history on 18 slides so that they can examine this data.

GAP:pf

cc: E. S. Hunter, w/attach
J. B. Boyd, w/attach

PROJECT HISTORY - SLIDES

SECTION Frank Port Slide

HIGHWAY Oregon Coast

COUNTY Curry

1. OCCURRENCE: DATE Winter 82-83
2. PROSPECTUS: DATE Blank RECEIVED Unknown LOC. APPROVED 5-25-82
3. O.T.C. APPROVED: 5-20-82
4. PE PROGRAMMED: DATE 8-6-82 AUTH. 8-18-82
5. ROW NEED NOTED: None
6. REQUESTED BY ROW SECTION: -
7. ROW PROGRAMMED: DATE - AUTH. -
8. PS&E: REQUESTED 4-18-83 APPROVED: 5-20-83
9. LETTING DATE: 5-12-83
10. ROW EXCEPTION REQUESTED @ PS&E: YES ____ NO ✓

GC:pf:8-5-83

r11

OSHD (Coulter)

Region (HCM-010)

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FE AL HIGHWAY ADMINISTRATION

INTERMEDIATE AND FINAL INSPECTION REPORT

Initial Contact

(Check appropriate box) X☒ ~~INTERMEDIATE~~ INSPECTION ☐ FINAL INSPECTION

REGION NO. 10	REPORT NO. 1	COUNTY Curry	DIVISION Oregon	
IN COMPANY WITH J. X. Wilson, Frank Morrison; OSHD and Glenn Hossner, FHWA				
DATE OF INSPECTION 7/27/83	INSPECTION MADE BY W. N. Bryant, Area Engineer		PROJECT NO. F-2-1(17)	
QUALITY OF WORK* Satisfactory	PROGRESS OF WORK Satisfactory		TIME ELAPSED 44 %	WORK COMPLETED 10 %

FRANKPORT SLIDE SECTION
OREGON COAST HIGHWAY
Grading and Paving

This project provides for the construction of roadbed grading (36,800 c.y.), aggregate base (7550 tons), paving (2100 tons class "B" AC), and other incidental work common to this type project. The roadway is being moved away from the ocean approximately 20 feet through an old slide area for a total distance of approximately 0.33 miles. Some minor drainage and guardrail work is also involved.

A contract in the bid amount of $266,626.16 was awarded Johnson Rock Products Inc., North Bend, Oregon on May 19, 1983. Work began on June 23, 1983 and has progressed in a satisfactory manner. While the percent of work completed lags considerably behind the time elapsed there is no reason to believe that the work will not be completed prior to the end of the specified contract time of 120 calendar days.

At the time of this inspection the contractor was excavating in the cut section at station 690 and hauling to the waste area adjacent to station 670. A small cut slide has developed in the vicinity of station 695 which will require removal. The contractor has indicated he would prefer to do the slide removal as extra work because of the lack of expertise to determine a unit price. Approval of an EWO covering this work is recommended.

At the time of this inspection the traffic control measures in use were adequate for the work underway and were found to be in reasonably close conformance with the plans and the MUTCD.

NOTED
W. E. SCHWARTZ ✓

RECEIVED
STATE HWY ENGR
AUG 24 '83
REFER TO
Klasey
FOR

Info	Inves	R/D	D/R	Sign	Act	File

FORM FHWA-1444 A (12-73) FORMERLY PR 338

Previous Editions of PR-338 Will Not Be Used.

9634

x

June 23, 1983

Johnson Rock Products, Inc.
P. O. Box 548
North Bend, OR 97459

CON 5
#9634

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 9634 for work on the Frankport Slide Section of the Oregon Coast Highway in Curry County.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dc
Enclosure

cc: Safeco Insurance Company of America
4101 S.W. Kruse Way
Lake Oswego, OR 97034

bc: C. T. Keasey
Walt Hart
Robert Church
Jan Peterson
James Gix
F. D. Morrison

johnson rock products

P. O. BOX 548, NORTH BEND, OREGON 97459 503 756-5158

May 17, 1983

Mr. Robert Gormsen
Dept. of Transportation
121 Transportation Bldg.
Salem, Oregon 97310

Dear Sir:

In accordance with 49 CFR 23, please find a listing of MBE contractors we will be using to obtain a 4% goal:

Arrow Bros. Corporation
310 AGC Center
9450 Commerce Circle
Wilsonville, Oregon 97070

Item No.	Description	Quantity	Unit Price	Amount
1	Mobilization	LS for items listed	$ 1,950.00	$1,950.00
24	Guardrail, Type 2A	650 l.f.	12.00	7,800.00
25	Guardrail Anchor Type 1	2 each	295.00	590.00
26	Railend pcs., type C	2 each	75.00	150.00
27	Delineators, type 2	15 each	20.00	300.00
28	Delineators, type 4	4 each	15.00	60.00
	Total			$ 10,850.00

Kirk L. Johnson is our EEO officer in charge of administering the intent of 49 CFR 23.

Respectfully,

LEX M. JOHNSON, SEC.- TREAS.

LMJ/dj

RECEIVED
MAY 18 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

johnson rock products

P O BOX 548, NORTH BEND, OREGON 97459 503 756-5158

May 13, 1983

Mr. Robert Gormsen
Dept. of Transportation
121 Transportation Bldg.
Salem, Oregon 97310

#9634

Re: Frankport Slide Section - Oregon Coast Highway

Dear Sir:

In accordance with 49CFR 23, Please find a listing of MBE Contractors who expressed interest by providing sub-bids for this project:

I. J & J Fencing, Inc.(12% of total bid)
Sub-bid received in mail.
# 5 Temporary delineators - $25.00 each
# 6 Flagmen - 19.00 per hour
# 7 Pilot Car - 35.00 per hour
#27 Delineators, type 2 - 21.00 each
#28 Delineators, type 4 - 13.00 each
Total: $31,667.00
This quote was significantly more than other sub-bids received (See enclosed copy)

II. Reese's Minority Construction and Supply, Inc. (3% of total bid)
Sub-bid received via telephone 5-11-83.
# 1 Mobilization - $1,500.00 L.S.
# 9 Removal of Structures and obstructions (Guard rail only) - 650.00 L.S.
#24 Guard Rail, type 2A - 8.74 per lin. ft.
#25 Guard Rail Anchors,type 1 400.00 each
#26 Rail End Pieces, type C 90.00 each
#27 Delineators, type 2 - 20.00 each
#28 Delineators, type 4 - 12.00 each
Total : $9,159.00

III. Anderson's Erosion Control
This quote will be passed onto your office by the subcontractor even though the woman- owned goal is 0%
#29 Roadside seeding and mulching $575.00 per acre
Total : $2,300.00

Kirk L. Johnson is our EEO officer in charge os administering the intent of 49 CFR 23.

Respectfully,

LEX M. JOHNSON, SEC. - TREAS.

LMJ/dj

Encl: (2)

RECEIVED
MAY 10 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc Kay Turner

J & J Fencing, Inc.
694 N. 34th Street
Springfield, Oregon 97477

(503) 746-6227
Frances J. Conkle, President
James M. Conkle, Gen. Manager

DEAR SIRS:

ATTACHED ARE OUR BIDS FOR THE FOLLOWING PROJECT/S MYSTIC CREEK-CAMAS VALLEY, AND THE FRANKPORT SLIDE.

J & J FENCING, INC. IS A CERTIFIED MBE (MINORITY BUSINESS ENTERPRISE), BOTH MINORITY AND WOMAN OWNED.

WE ARE PRE-QUALIFIED AS A CONTRACTOR BY THE STATE OF OREGON DEPARTMENT OF TRANSPORATION.

WE SPECIALIZE IN ALL TYPES OF FENCING, DELINEATORS, MAIL BOX SUPPORTS, GUARD RAILS, CATTLE GUARDS, FLAGGING, PILOT CAR, AND SIGNING.

WE HOPE WE CAN BE OF SERVICE TO YOU.

YOURS TRULY,

Frances J. Conkle
FRANCES J. CONKLE
J & J FENCING, INC.

ATTACHED.

RECEIVED
MAY 16 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Specializing in Security
Chain Link • Field Fencing • Ornamental Iron • Wood

J & J Fencing, Inc.
694 N. 34th Street
Springfield, Oregon 97477

(503) 746-6227
Frances J. Conkle, President
James M. Conkle, Gen. Manager

PROJECT NAME FRANKPORT SLIDE

ITEM NO.	ITEM	UNIT	QUANTITY	UNIT PRICE	TOTAL
#5	TEMPORARY DELINEATORS	each	20	$25.00	$ 500.00
#6	FLAGMEN	hour	1,400 (union)	19.00	26,600.00
			(non-union)	10.00	14,000.00
#7	PILOT CAR	hour	120	35.00	4,200.00
#27	DELINEATORS 2	each	15	21.00	315.00
#28	DELINEATORS 4	each	4	13.00	52.00

NON-UNION $19,067.00
UNION $31,667.00

RECEIVED
MAY 1 0 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

MAILING ADDRESS:
P. O. BOX 205
JUNCTION CITY, OREGON 97448

ANDERSON'S EROSION CONTROL

SEEDING & MULCHING
HYDROSEEDING

PHONE 998-2062

OFFICE & SHOP LOCATION
520 EAST 2ND
JUNCTION CITY, OREGON

Bid as a subcontract for Johnson Rock Products

Date May 9, 1983

Gentlemen:

Please accept our quotation to do the following items:

PROJECT: Frankport Slide

Curry County, Oregon

ITEM #	DESCRIPTION		UNIT PRICE	
29	Roadside Seeding and Mulching	4 acres	$ 575.00	$ 2,300.00
	We are a Woman Owned Business			

] **Mobilization included. Add** $ 350.00 **for additional call-ins.**

Exceptions or exclusions: Bond not included in above prices, if required add $ 35.00 to above prices.

Quotation firm for acceptance within 30 **days after bid opening.**

Work will be done according to specifications, workmanship and materials guaranteed. We will satisfy necessary bonding or share in your bond.

Russell A. Anderson

Russell A. Anderson

Title Bid Supervisor

RECEIVED
MAY 10 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc Kay Turner

HIGHWAY DIVISION - LOCATION UNIT LOC 19

FILE May 11, 1983

H. S. Coulter
State Highway Engineer

Footpaths and Bicycle Trails
May 12, 1983 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened May 12, 1983 on the following projects:

1. Mystic Creek-Camas Valley
   Coos Bay-Roseburg Highway, Douglas County
   Grading, Paving and Structures

   Twelve-foot lanes with eight-foot shoulders on roadway and structures available for bicycle and pedestrian use.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established ...where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

2. Frankport Slide
   Oregon Coast Highway, Curry County
   Grading and Paving

   Twelve-foot lanes with six-foot shoulders available for bicycle and pedestrian use.

   Same as No. 1.

3. Long Creek Rock Production
   Kimberly-Long Creek Highway, Grant County
   Aggregate Crushing

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

4. Cove Creek (Winona Road) Bridge
   Winona Road, Josephine County
   Structure

   Twelve-foot lanes and four-foot shoulders on approaches and structure.

   Same as No. 1.

5. Beatty Slough Bridge
Coleman Valley Road, Lake County
Structure

Twenty-four-foot roadway on structure and aggregate approaches.

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, sabsection 2(b), which states, "footpaths and trails are not required to be established ...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

6. Goshen-Cottage Grove

Postponed.

7. Tillamook-Fogerty Creek
Oregon Coast Highway, Lincoln & Tillamook Counties
Guardrail Installation

Same as No. 3.

8. Manbrin Drive-Stark Street (Salem)
River Road North, Marion County
Grading, Paving and Signals

Multi-lane construction with continuous left-turn lane. Five-foot sidewalks available for pedestrian and bicycle use.

Same as No. 1.

9. Wilson River Bridge-Jordan Creek
Wilson River Highway, Tillamook County
Grading, Paving and Structures

Twelve-foot lanes with climbing lane as needed and four-foot shoulders. The structure over Wilson River will have a thirty-foot roadway and the structure over Jordan Creek will have a thirty-two-foot roadway and a four-foot sidewalk.

Same as No. 1.

10. Elgin Rock Production
Weston-Elgin Highway, Union County
Aggregate Production

Same as No. 3.

11. Washington County Pavement Marking No. 2
Various Highways, Washington County
Pavement Markings

Twelve-inch thermoplastic pavement line will be used for pedestrian crosswalks on this project.

RPS:ge

cc E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
Goerge Bell
Don Harwell
D. A. Ridings

r11

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-2-1(17)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Curry

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 20135

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
APR 27 '83
REFER TO Potter
FOR
File
Act
Sign
O/R
[illegible]
[illegible]
Info

7. DATE AUTHORIZATION EFFECTIVE 4/20/83

8. FEDERAL ROUTE NUMBER Primary 2

9. STATE ROUTE NUMBER Primary 9

10. GENERAL LOCATION:
Frankport Slide Section

11. GENERAL DESCRIPTION OF WORK
Slide correction (grade, drain and pave)

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)*

Permanent Pavement Marking S.F.	$1,000
Install Pavement Markers S.F.	$ 200
Temporary Erosion Control	$1,000

13. REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your estimate.

Mr. Swan's 4/18/83 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed are are approved at a total estimated cost of $383,585 Federal Funds $338,130.

A signed copy of the Title Sheet is returned herewith.

14. DATE 4/20/83

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-78) PREVIOUS EDITIONS MAY BE USED

SOUTH COAST WINTER STORM DAMAGE

PROPOSED ER PROJECTS

Retz Cr. @ MP 304.4 Roadway sinking into ocean from erosion by ocean Repave gravel roadway and raise GR (Contract schedule 5-26-83)		$40,000
Cove Point Roadway sinking full width due to ocean erosion and slip planes. Replace culvert which has separated. Raise guardrail and repave.		$45,000
Frankport Roadway sinking entire width due to ocean erosion and slip planes. Repair drainage, raise GR and repave. (Contract schedule 5-26-83)		$45,000
MP 315.6 Cut Slide Place rock inlay to protect house above highway (Maintenance crews 3-83)		$20,000
MP 332 Eighty Acres Slide and Turner's Slide Slides due to high waves and ocean erosion. Repave (3-14-83 10 acres slipped into ocean)		$40,000
MP 352.4 - Cape Ferrelo Roadway sliding into ocean due to high seas and erosion. Drainage, grading and paving.		$100,000
Carpenterville Secondary Numerous slides entire length. Grading and paving.		$300,000
Powers Highway, MP 4.0-18.0 Miscellaneous slides. Grading and paving.		$350,000
	Total	$940,000
Nesika Beach		$1,587,000
Temporary work at Nesika		32,000
	Totals	$2,559,000

STATE OF OREGON
HIGHWAY DIVISION - REGION 3

INTEROFFICE MEMO

TO: W. E. Schwartz
Asst. State Highway Engineer

DATE: March 14, 1983

FROM: JAMES J. GIX
Region Engineer

SUBJECT: Resume'
South Coast Winter Storm Damage

As you requested in your phone call last week to J. X. Wilson, we are attaching a summary of the work needed to restore the highway system in Curry County on the Southern Oregon Coast. Two of the areas already have contract work planned during the 1983 construction season. We should provide a temporary correction for safety before those contracts will be underway.

This morning we received information through Bill Brown that another very serious situation is developing south of Gold Beach. In the area know as "80-Acre Slide" at MP 332, a pilot reported approximately 10 acres slid into the ocean over the weekend. Bill will be flying the area as soon as possible to assess the significance of the slump and its implications on our road system.

As you can see, our overall estimate for work in Curry County is close to 2.6 million. We sincerely hope that ER money will be made available since very little of this work can be postponed in order to maintain a minimum level of service on the south coast.

jjg/cw
Attach.

cc D. E. Swan
B. E. Brown
F. D. Morrison

RECEIVED
STATE HWY ENGR
MAR 15 '83
REFER TO
Bothman
FOR
Info ☐ Invs ☐ R/D ☐ D/R ☐ Sign ☐ Act ☑ File ☐

Orig to
3/14

For your use
in seeking
"ER" funding
WES

104

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-2-1(16)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Curry

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 20135

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 8/18/82

8. FEDERAL ROUTE NUMBER Primary 2

9. STATE ROUTE NUMBER Primary 9

10. GENERAL LOCATION:
Retz Creek and Frankport Slides Section

11. GENERAL DESCRIPTION OF WORK
Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☒ XX PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION including archeological salvage and utility preparatory work. TEC $28,000 F.F $24,690
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Swan's PEA date 8/6/82.

RECEIVED
STATE HWY ENGR
AUG 20 '82
REFER TO [illegible]
FOR
Info | Inves | R/D | D.R | Sign | Act | File

Orig to
8-20-82

14. DATE 8/18/82

15. SIGNATURE OF APPROVING OFFICIAL G K Hossner

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

[illegible] 6-1

1

1859

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to File No.:
PRO 6-2

August 6, 1982

TO: Executive Department
Federal-Aid Coordination Unit

FROM: D.E. Swan, P.E.
Program Control Engineer

SUBJECT: Federal-Aid Funding Application

In compliance with step 7 of Procedure 13-020-02 of Executive Memorandum 02-270-20, we are submitting one copy of the completed application for Federal-Aid funding of the following:

Item No.	Project No.	Section Name & PNRS No.
20135	F-2-1(16)	Retz Creek & Frankport Slides PNRS #OR 820629-069-2

CL:bkc
Enc.

cc: Dale E. Wilken (FHWA)
General Files

9

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

DATE

PREFIX

1 - IDENTIFICATION

PROJECT NAME: Retz Creek and Frankport Slide Revisions

HIGHWAY NAME: Oregon Coast

HIGHWAY NUMBER: 9

REGION 3	ADMINISTRATIVE DISTRICT 7	COUNTY Curry	CITY
LENGTH 10.68	MILEPOST NUMBER 304.17 TO 314.85	☒ RURAL	☐ URBAN

LOCAL GOVERNMENT PROJECT? ☐ YES ☒ NO

IF YES, UNIT OF GOVERNMENT

TYPE OF FUNDS: ☐ FAI ☒ FAP ☐ FAS ☐ STATE ☐ FAUS ☐ OTHER

METHOD OF CONSTRUCTION: ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK: ☒ GRADING ☒ PAVING ☐ STRUCTURE ☐ SIGN ☐ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

PROJECT DESCRIPTION

Proposed project is to realign two separate slide areas at Retz Creek and Frankport. Retz Creek slide is caused by the ocean erosion. A shift in alignment away from the ocean is proposed.

At Frankport an old slide situation exists. The line shift proposed is easterly away from the ocean. The slide at Retz Creek may involve state park land. This has not been determined as the R/W map is rather vague. A need for additional R/W has not been determined.

Parsons
Anderson
2 Adams
3 Olson ad.
Sullivan
Turpin
Trout
4 Wakerlig W

RECEIVED
JUN 7 1982
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring in __/__
Action

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME): 1979 3,000

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME)

LEVEL OF SERVICE	A	B	C	D	E	F
EXISTING	☐	☒	☐	☐	☐	☐
PROPOSED	☐	☒	☐	☐	☐	☐

DESIGN SPEED (MPH): 55

DESIGN STANDARDS: 3R

TRAFFIC ANALYSIS: ☒ LIGHT ☐ MEDIUM ☐ HEAVY

These are short realignment sections and the proposal is to construct to the widths of the adjoining sections with the exception of using 12' lanes at both areas.

APPROVED
Frank E. Turpin
Location Engineer
Date 5/25/82

FORM 734-1730 (12-78) Page 1

3 - FEATURES

	EXISTINC JMBER AND WIDTH	PRC ;ED NUMBER AND WIDTH
TRAVEL LANES	Variable 2 & 3 @ 11' and 12'	Variable 2-3 @ 12'
SHOULDERS	2 @ 4'	2 @ 4'
MEDIANS		—
PARKING LANES		—
SIDEWALKS		—
BIKEWAYS	Shoulder	Same
INTERCHANGES		—
OTHER:		

	YES	NO	MAYBE		YES	NO	MAYBE
Channelization	☐	☒	☐	Right of Way (cont.) Improvements	☐	☒	☐
Frontage Roads	☐	☒	☐	Access Control	☒	☐	☐
Traffic Signals	☐	☒	☐	Railroad Crossing	☐	☒	☐
Signing	☐	☒	☐	At Grade	☐	☐	☐
Illumination	☐	☒	☐	Separated	☐	☐	☐
Structures	☐	☒	☐	Railroad Encroachment	☐	☒	☐
Stage Construction	☐	☒	☐	Permits	☐	☐	☒
Pedestrian Crossing	☐	☒	☐	Conditional Use	☐	☒	☐
Rest Area	☐	☒	☐	Flood Plain	☐	☒	☐
Truck Scale Site	☐	☒	☐	Irrigation District	☐	☒	☐
Landscaping	☐	☒	☐	Water District	☐	☒	☐
Drainage	☒	☐	☐	Drainage District	☐	☒	☐
River ________	☐	☒	☐	Div. of State Lands	☐	☐	☒
Stream ________	☐	☒	☐	Dept. of Geology & Min. Ind.	☐	☐	☒
Storm Sewer	☐	☒	☐	Corps of Engineers	☐	☐	☒
Sanitary Sewer	☐	☒	☐	Coast Guard	☐	☐	☒
Right of Way 2 parcels 3 acres ±	☒	☐	☐	DEQ NPS Air Pollution	☐	☒	☐
Simple Acquisition	☒	☐	☐	DEQ NPS Water Pollution	☐	☒	☐
Complex Acquisition	☐	☒	☐	Building	☐	☒	☐
Relocations	☐	☒	☐	Fish & Wildlife Approval	☐	☐	☒

3 - FEATURES (cont.)

	YES	NO	MAYBE		YES	NO	MAYBE
Agreements (City-County Etc.)	☐	☒	☐	Hydraulics Study	☐	☒	☐
Environmental Assessment	☒	☐	☐	Soils Investigation	☒	☐	☐
Statewide Assessment	☐	☒	☐	Airport Clearance	☐	☒	☐
Negative Declaration	☐	☒	☐	Economic Analysis	☐	☒	☐
Environmental Impact Statement	☐	☒	☐	Requires Field Survey	☒	☐	☐
4-F Statement	☐	☐	☒	Old Survey Available	☐	☒	☐
Citizen Advisory Committee	☐	☒	☐	Requires Vicinity Map	☐	☒	☐
Public Hearing ________	☐	☒	☐	Requires Photogrammetry	☐	☒	☐
Borrow Source	☐	☐	☒	Requires Reconnaissance Survey	☐	☒	☐
Material Source	☐	☐	☒	Reconnaissance Available	☐	☒	☐
Utilities	☒	☐	☐	Design Review	☐	☒	☐

Type Telephone, power

4 - WORK ITEMS

	TO BE PERFORMED BY APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☐	☒	☐
RIGHT-OF-WAY	☐	☒	☐
CONSTRUCTION ENGINEERING	☐	☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	—
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	—
CORRIDOR APPROVAL	( )	—
FIELD SURVEY	(2)	2
PRELIMINARY DESIGN	( )	—
DESIGN APPROVAL/FINAL EIS	( )	—
RIGHT-OF-WAY DESCRIPTIONS	( )	1
RIGHT-OF-WAY ACQUISITION	( )	
P.S. & E. DOCUMENTS	( )	3

RECOMMENDED CONSTRUCTION DATE ________ (Region) ________ (Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING
Aggregate Base	20"	
Asphaltic Concrete	4"	

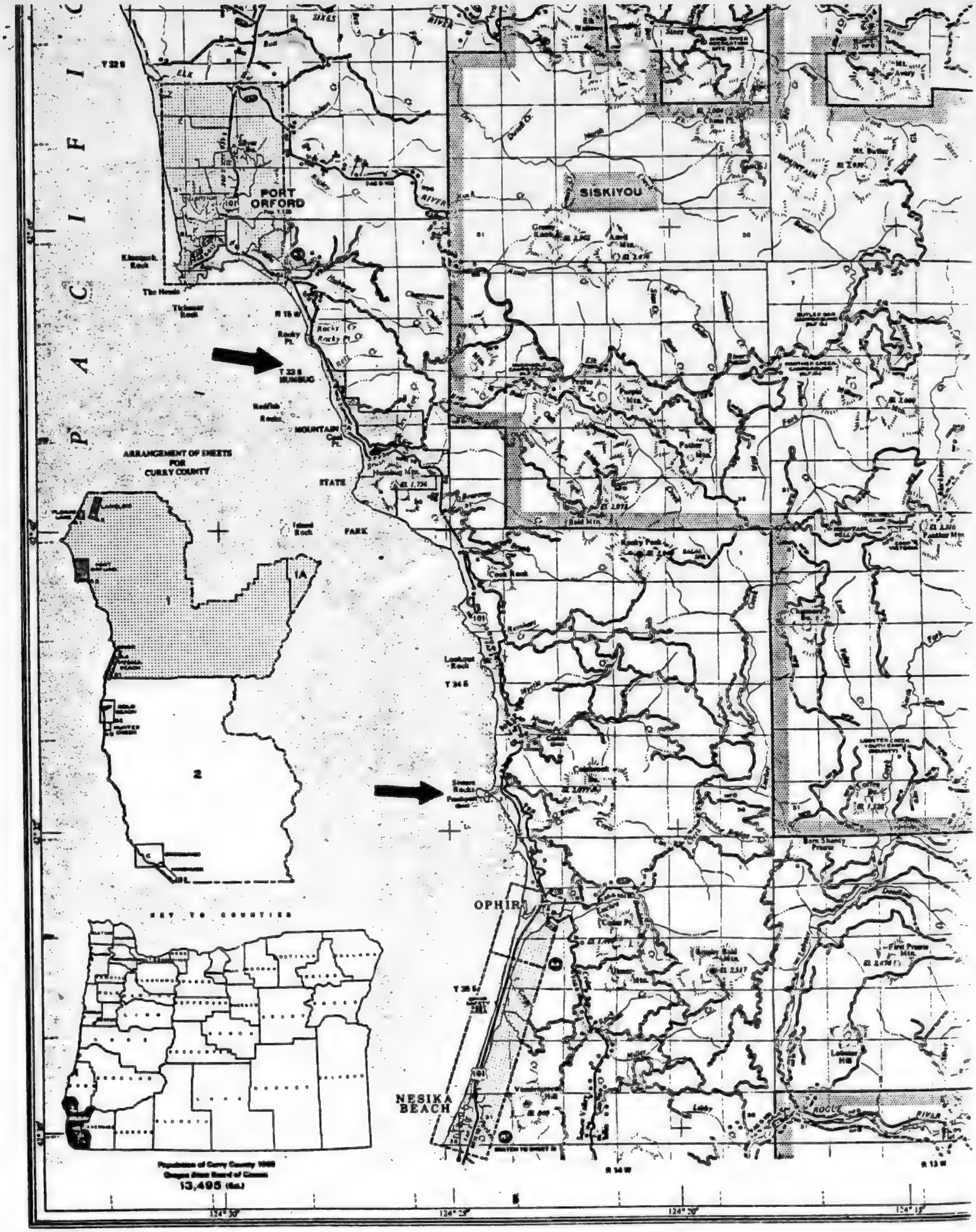
7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	30,000	20.600
RIGHT OF WAY		
TRAFFIC CONTROL		53.000
ILLUMINATION		
STRUCTURES		
RAILROAD		
ROADWAY	700,000	700.000
OTHER __________		
ENGINEERING & CONTINGENCIES	140,000	140.000
PROJECT TOTAL w/o R/W Costs	870,000	913.600

SUBMITTED BY ____________________


P A C I F I C
PORT ORFORD
SISKIYOU
Humbug
Mountain
State
Park
Rocky Pt.
Redfish Rocks
Island Rock
Cook Rock
Lookout Rock
Sisters Rocks
OPHIR
NESIKA BEACH
ROGUE RIVER
Elk River
Sixes
Mt. Avery
Mt. Butler
Bald Mtn.
Brushy Bald Mtn.
Barr Shanty Prairie
Lobster Hill
Lobster Creek
101
T 32 S
T 33 S
T 34 S
T 35 S
R 15 W
R 14 W
R 13 W
ARRANGEMENT OF SHEETS FOR CURRY COUNTY
1
1A
2
KEY TO COUNTIES
Population of Curry County 1968
Oregon State Board of Census
13,495 (Est.)
124° 30'
124° 25'
124° 20'
124° 15'

ACC

DATE: May 6, 1982

TO: Oregon Transportation Commission

FROM: H.S. Coulter, P.E.
State Highway Engineer

SUBJECT: Finance Approval
Seven Slide Correction Projects in Region 3

On the consent calendar for the May 20 meeting will be a request to add 7 slide correction projects in Region 3 to our construction program:

1. Coquille & Myrtle Point Slide Repairs
   Coos Bay-Roseburg Highway
   Coos County

2. Drain Slide (M.P. 1.0)
   Drain-Yoncalla Highway
   Douglas County

3. Arizona Slide Sealing and Drainage Improvement
   Oregon Coast Highway
   Curry County

4. Myrtle Grove Slide
   Dillard Highway
   Douglas County

5. Bear Creek-Camas Mountain Slide Correction
   Coos Bay-Roseburg Highway
   Douglas County

6. Retz Creek and Frankport Slides
   Oregon Coast Highway
   Curry County

7. Winchester Bay Slide
   Oregon Coast Highway
   Douglas County

Financing of the $1,887,000 estimated construction costs would be by Federal-Aid Primary funds, including $224,000 State match.

I recommend your approval and request authority to sign the necessary agreements for and on your behalf.

KO:bkc

bc: Fred D. Miller
R.W. Gormsen
R.N. Bothman
W.E. Schwartz
E.S. Hunter
D.H. Moehring
J.H. Versteeg
Frank Terpin
Alfred Shirley
V.E. Skoog
George Bell

1983 Long Creek Rock Production 9635
Project located adjacent to the
Kimberly-Long Creek Highway.

CL 84-240

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

November 14, 1984

MacMurray & Emerson
Attorneys at Law
Post Office Box C
Redmond, OR 97756

IN REPLY REFER TO
FILE NO.:
CON 5
#9635

Attention: Craig P. Emerson

Gentlemen:

This will acknowledge your Notice of Claim dated October 24, 1984, filed on behalf of Ray Garren concerning the following Highway Division contract:

FILED BY:	Ray Garren
AMOUNT:	$2,700 plus interest
FOR:	Drilling & blasting services
AGAINST (Prime contractor)	Kelly R. McFarlane Contracting
CONTRACT NO.:	9635
PROJECT:	Long Creek Rock Production Project, Grant County
SURETY:	Heritage Insurance Co. of America

We will advise the surety and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

As requested in your letter, attached is a copy of Mr. McFarlane's construction contract and bond covering the above project.

Please advise this office when your client's claim has been paid.

Sincerely,
ORIGINAL SIGNED
ROBERT W. GORMSEN
Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
NOV 19 19
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED ON CARD
12-12-84 kjm

Attachment

cc: Kelly R. McFarlane Contracting
2820 SW 29th Ct.,
Redmond, OR 97756

Heritage Insurance Co. of America
% Surety Bond Specialists
7140 SW Fir Loop
Portland, OR 97223

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

Frank G. MacMurray, Jr.
Craig P. Emerson

MAC MURRAY & EMERSON
ATTORNEYS AT LAW
331 South Seventh Street
Post Office Box C
REDMOND, OREGON 97756
(503) 923-6121

October 24, 1984

NOTICE OF CLAIM

TO: ROBERT GORMSEN
Commission Services
State of Oregon
Department of Transportation
121 Transportation Building
Salem, OR 97310

Dear Mr. Gormsen:

This office represents Ray Garren and I am writing to file a Notice of Claim based on the fact that Mr. Garren has not been paid for services he performed as a subcontractor for Kelly McFarlane on the following project:

> Long Creek Rock Production Project, Contract #9635, Grant County, the Kimberly-Long Creek Highway.

Mr. Garren performed drilling and blasting services by drilling and blasting 10,000 cubic yards of material at the agreed rate of 77¢ per cubic yard during August, 1983. These services were performed in connection with the above named project. The amount of Mr. Garren's billing in August, 1983, was $7,700. Mr. Garren was later paid $5,000 on February 4, 1984. The remaining balance owed Mr. Garren is $2,700 plus interest at the legal rate on all deferred balances commencing September 1, 1983.

Confirming my telephone conversation with your office on October 22, 1984, I understand you will forward me copies of Mr. McFarlane's construction agreement with the State of Oregon as well as a copy of the bond furnished in connection with that project. Thank you very much.

Yours truly,

MacMURRAY & EMERSON

C. Emerson

Craig P. Emerson

cc: Mr. Garren

CPE/ms

RECEIVED
OCT 25 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

February 9, 1984

Heritage Insurance Co. of America
c/o Surety Bond Specialists
7140 SE Fir Loop
Portland, OR 97223

CON 5
#9635

Gentlemen or Ladies:

On February 7, 1984, we wrote to you concerning release of final payment on Contract No. 9635 awarded to Kelly R. McFarlane Contracting for the Long Creek Rock Production Project on the Kimberly-Long Creek Highway in Grant County.

Final payment on this contract is $1,388.17 and the total contract amount is $60,148.88. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm

cc: Kelly R. McFarlane Contracting
2820 SW 29th Ct.
Redmond, OR 97756

bc: C. O. Fredrickson
Walt Hart
Robert D. Hector

No. 23

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Long Cr. Rock Production		WEEK ENDING: Dec. 31, 1983
		SECTION PREFIX: 12-4201
HIGHWAY: Kimberly-L.C. & Pendleton/J.D.		COUNTY: Grant
NAME OF JOB: Long Creek Rock Production	KIND OF WORK: Rock Production	
CONTRACTOR: Kelly R. McFarlane Contracting	CONTRACT NUMBER: 9635	FEDERAL AID PROJECT NUMBER: STATE
DATE OF CONTRACT: May 17, 1983	DATE WORK STARTED: August 3, 1983	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS:	WORK DAYS USED:
	SPECIFIED CALENDAR DAYS:	CALENDAR DAYS USED:
PROJECT AUTHORIZATION: $ 65,265.00	SPECIFIED COMPLETION DATE: September 30, 1983	PERCENT OF TIME ELAPSED:
EXCLUSIVE OF ENGINEERING: $ 59,565.00	ENGINEERING AUTHORIZATION: $ 5,700.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 59,744.75	ENGINEERING COST TO DATE: $ 6,300.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 101%
ESTIMATED PERCENT OVERRUN ~~XXXXXX~~: 0.3%	PERCENT OF AUTHORIZATION: 111%	DATE PROJECT WAS COMPLETED: Dec. 16, 1983

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)			10,000 CY		
TOTAL QUANTITIES CORRECTED TO DATE			11,967 CY		
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			11,967 CY		
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 25		0		Second Notification 12-16-83
MONDAY 26		0		
TUESDAY 27		0		
WEDNESDAY 28		0		
THURSDAY 29		0		
FRIDAY 30		0		
SATURDAY 31		0		

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RECEIVED
JAN 9 1984
CONSTRUCTION SECTION

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GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

No activity on project.

Semi-final to be submitted next week.

SIGNED Bobby D. Johnson LOCATION Pendleton
Bobby D. Johnson, Project Manager

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

1983 Cove Creek (Winona Rd.) Br. 9636
Sec. of FAS A335 (Winona Rd.)
(Grad., Pav., Struc.)

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: 7/3/90

COUNTY: Josephine AGREEMENT NO.: 7483 PROJECT NO.: BRS-A335(2)

CONTRACT NO.: 9636 SECTION: Cove Creek Bridge (Winona Road) Bridge

Right-of-Way Prefix C517-2517

	Participating
Appraisal Cost	$ 1,573.23
Negotiation Expenses	30.70
Appraisal Review	211.06
Right-of-Way Descriptions	89.51
Program Section	26.42
R/W Office Expense	232.96
Total R/W Cost	$ 2,163.88
Less Federal Funds (80%)	-1,731.10
Balance Due From County	$ 432.78 *

*The P. E., Utilities and Construction phases of this project were finaled on June 24, 1985.

Mailed 07-11-90

C5172517

ORIGINAL

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.	
STATE VOUCHER NO.	
DATE	
FHWA SCHEDULE NO.	
PAID BY	

Appropriation:

The United States, Dr., TO TREASURER OF THE STATE OF OREGON

Address CAPITOL BUILDING, SALEM, OR 97310

STATE OREGON	**FEDERAL AID PROJECT NO.** BRS-A335 (2)
PROGRAM APPROVED	**VOUCHER PERIOD** **From:** 2-25-85 **To:** 5-4-90

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
2,163.88	2,163.88	80%	1,731.10	1,731.10	0

The undersigned State highway agency certifies as follows: The above-mentioned project has been completed; the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.

SIGN ORIGINAL ONLY ______ *State Highway Agency*

By ______ ______

~~Assistant~~ Controller *Authorized Officer* *Date* 05-21-90

I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.

Amount submitted $ ______

Adjustments $ ______

Amount Approved $ ______

SIGN ORIGINAL COPY ______

Signature of Authorized FHWA Representative *Date*

Form FHWA-1447 (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS *(Payee must not use this column)*
	COVE CREEK (WINOWA ROAD) BRIDGE					
	JOSEPHINE COUNTY ROAD					
	TYPE CODE ROW					
	RIGHT-OF-WAY					
	Right-of-way	ALL REQUIRED			2,163.88	
	TOTAL PROJECT COST				2,163.88	
	AMOUNT CARRIED FORWARD					

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                         JOB COST SUMMARY RUN ON  06-19-90
                      EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                           PAYROLL CHARGES ARE LOADED
                          CHARGES ARE CURRENT TO 06/16/90
                          FOR EXPENDITURE ACCOUNT C5172517

                                          CREW   MSA          CURRENT        BALANCE TO
EA        SUBJOB ACTIVITY  OBJ-DETAIL  NUMBER FIELD          MONTH           DATE
--        ------ --------- ----------- ------ -----         -------       ----------
C5172517 011     899        299         0100                                 2,074.37 ***
OBJ-DETAIL 299                                                               2,074.37

ACTIVITY   899                                                               2,074.37 SUBTOTAL

C5172517 011     910        001         7111                                    88.39
OBJ-DETAIL 001                                                                  88.39

C5172517 011     910        504         7111                                     1.12
OBJ-DETAIL 504                                                                   1.12

ACTIVITY   910                                                                  89.51 SUBTOTAL

SUB-JOB    011 SUBTOTAL                                                      2,163.88

EA         C5172517 TOTAL                                                    2,163.88


*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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9[illegible]

HIGHWAY DIVISION INVOICE

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
TRANSPORTATION BUILDING
SALEM, OREGON 97310

INVOICE NUMBER	141985
DATE	6/24/85
YOUR ORDER NUMBER	
BILLING REQ. NUMBER	CA 4426

NEW CODE JOSEPCO

JOSEPHINE COUNTY
201 RIVER HEIGHTS WAY
GRANTS PASS OR 97526

PREFIX	FUNC	SUB FUNC	OBJECT	P/N GROUP	AMOUNT
	325	00			12,691.78
517-1017	296	00	000		12,691.78
517-1017	297	00	000		(12,691.78)

DESCRIPTION	TOTAL PRICE
FINAL SETTLEMENT ON BRS-A335(1,3) COVE CR. BR. (WINONA RD BRIDGE) AGREEMENT #7483	
TOTAL PROJECT COST	169,008.27
LESS: FHWA PARTICIPATION	(126,116.49)
LESS: COUNTY ADVANCE DEPOSIT	(30,200.00)
AMOUNT DUE	12,691.78

↑ FOLD

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
JUN 26 1985
REFER TO ___
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

110.00 ACCT. FINAL

IF YOU HAVE QUESTIONS ON THIS INVOICE, PLEASE CONTACT:

MIKE SHULTZ PH: 378-6514 FOR CORRECTNESS OF CHARGES

OR DIANE GALIDA PH: 378-5035 PREPARER OF INVOICE

734-1150 (7-81)

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: 5/31/85

COUNTY: JOSEPHINE AGREEMENT NO: 7483 PROJECT NO: BRS-A335(1,3)

CONTRACT NO: 9636 SECTION: Cove Cr. Br. (Winona Road) Bridge

PRELIMINARY ENGINEERING (Prefix 517-1831):

	PARTICIPATING	NONPARTICIPATING
Project Manager	$ 9,629.29	$ 33.27
Final Design	7,382.61	
R/W Descriptions	2,417.80	
Region Geology	661.92	
Traffic Section	161.03	
R/W Liaison	27.38	
Region Utility Liaison	166.00	
Location	1,572.54	
Project Management	138.34	
Specification (No Cost to County)	1,944.97	
Administrative Services	68.45	
Environmental Section	263.92	
Structural Foundation	3,807.91	
Bridge Design (No Cost to County)	14,555.71	
R/W Utility Engineer	144.63	
Hydraulics	396.71	
TOTAL P.E. COST	$ 43,339.21	$ 33.27
Less Free Bridge Design & Specs	16,500.68	- 0 -
P.E. COST TO COUNTY	$ 26,838.53	$ 33.27

UTILITY (Prefix 517-1021):

	PARTICIPATING	NONPARTICIPATING
Payment to Utilities	$ 3,633.12	
General Const. Eng. (Accounting)	22.88	
TOTAL UTILITY COST	$ 3,656.00	$ - 0 -

CONSTRUCTION (Prefix 517-1017):

	PARTICIPATING	NONPARTICIPATING
Payment to Contractor	$110,212.85	$ 110.00 CR.
Interest on Final Payment		158.69
Work Performed by State Forces	232.95	
Engineering Cost	13,358.36	11,280.69
Program Section	37.21	
Materials Testing	1,791.74	
Technical Services	792.08	
Construction Branch	404.71	
General Const. Eng. (Accounting)	182.77	
Equal Opportunity Employer Monitoring	138.42	
	$127,151.09	$11,329.38

SUMMARY:

Participating P.E. Cost	$ 26,838.53
Participating Utility Cost	3,656.00
Participating Const. Cost	127,151.09
TOTAL PARTICIPATING COUNTY COST	$157,645.62

FEDERAL FUNDS:		
P.E. (80%)	$ 21,470.82	
Utility (80%)	2,924.80	
Const. (80%)	101,720.87	(126,116.49)
SUBTOTAL		$ 31,529.13
Plus Nonparticipating County Cost		11,362.65
Less Advance Deposits		
83-52	$ 3,500.00	
83-26	26,700.00	(30,200.00)
BALANCE DUE FROM COUNTY		**$ 12,691.78**

MKS:pf

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                                517   2513     414      00 N 1                                                3.11
                                517   2513     920      00 N 1                                               30.52
                                517   2513     930      00 N 1                                              100.54
                                               TOT         N1                                             1,172.54
                                            ** JOB TOTALS **                 **                **         1,172.54  **

 COVE CR(WINONA RD)BR SECT      CONT NO        FA PROJ NOS BRS A335002 100                                             STATE
                                517   2517     296      00 N 9                                7.32CR      1,659.53CR
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 ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                                        JUNE 1985          PAGE 1356

                                                                                    FISCAL          GRAND TOTAL
        DESCRIPTION                   PREFIX  FUNCTION SUB F. GR  CURRENT MONTH    YEAR TO DATE       TO DATE
                                517   2517     298      00 N 9                          7.32          1,659.53
                                517   2517     407      00 P 1                                        1,573.23
                                517   2517     414      00 P 1                                           30.70
                                517   2517     430      00 P 1                                          211.06
                                517   2517     920      00 P 1              .04CR               9.11     26.42
                                517   2517     930      00 P 1                                          232.96
                                               TOT         P1               .04CR               9.11  2,074.37
                                            ** JOB TOTALS **                .04CR**             9.11  **  2,074.37  **

 ERRP U'·ING (L WOLF CK RD)     CONT NO        FA PROJ NOS RS  A338002 100                                             STATE
                                517   2518     296      00 N 9       1,155.98CR          6,033.34CR     6,033.34CR
                                517   2518     298      00 N 9       1,155.98            6,033.34       6,033.34
                                517   2518     401      00 P 1         100.00              400.00         400.00
                                517   2518     407      00 P 1          15.65            1,572.56       1,572.56
                                517   2518     412      00 P 1         215.80            1,047.78       1,047.78
                                517   2518     414      00 P 1       1,678.72            4,750.47       4,750.47
                                517   2518     430      00 P 1            .95              548.00         548.00
                                517   2518     909      00 P 1           4.71                4.71           4.71
                                517   2518     913      00 P 1                               6.30           6.30
                                517   2518     920      00 P 1            .08CR             17.43          17.43
                                517   2518     930      00 P 1         297.66              472.73         472.73
                                               TOT         P1        2,313.41            8,819.98       8,819.98
                                            ** JOB TOTALS **         2,313.41  **        8,819.98  **   8,819.98  **

 E SANTIAM R BR SWEET HOME)     CONT NO      * FA PROJ NOS RS  A483002 100 RS  A483002                               STATE
                                522   2514     296      00 N 9                           6,348.42CR   134,738.42CR
                                522   2514     297      00 N 9                           6,600.00       6,600.00
                                522   2514     298      00 N 9                             251.58CR   128,138.42
                                522   2514     401      00 P 1                                         71,075.00
                                522   2514     401      00 N 1                                         17,500.00
                                522   2514     403      00 P 1                                         27,000.00
                                522   2514     404      00 P 1                                          7,555.00
                                522   2514     405      00 P 1                                         14,200.00
                                522   2514     407      00 P 1                                         14,730.07
                                                                                             1.95          31.45
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REPORT NO: FMBL824-2                    OREGON DEPARTMENT OF TRANSPORTATION                                  PAGE   10
                                                 HIGHWAY DIVISION                               RUN 07/04/90  0:14
                                                BILLING STATEMENT
CUSTOMER:          JOSEPHINE COUNTY PUBLIC WORKS

LOCAL AGREEMENT:  7483         JOSEP CO/COVE CR(WIN                     BILLING PERIOD: 06/07/90 TO 07/03/90

 TRANS   DOCUMENT     DOCUMENT         -----------TRANSACTION AMOUNT--------    ADVANCE DEPOSIT         NET AMOUNT
 TYPE      DATE        NUMBER                    CHARGES           PAYMENTS             BALANCE                DUE

F02978-02  JOSEP CO/COVE CR(WIN

 CHG ***PREVIOUSLY REPORTED ***>                 432.78

F02978-02 AGREEMENT END OF PERIOD                432.78
*************************************************************************************************************

                                       ------------------ ------------------ ------------------ ------------------
LOCAL AGREEMENT TOTAL                            432.78               0.00               0.00             432.78
                                                                                                ******************
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517-1017

ORIGINAL

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

Appropriation:

The United States, Dr., TO TREASURER OF THE STATE OF OREGON

Address CAPITAL BUILDING, SALEM, OR 97310

D.O. VOUCHER NO.

STATE VOUCHER NO.

DATE

FHWA SCHEDULE NO.

PAID BY

STATE OREGON	**FEDERAL AID PROJECT NO.** BRS-A335(3)
PROGRAM APPROVED	**VOUCHER PERIOD** From: 4-20-83 To: 11-15-83

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$138,480.47	$127,151.09	80%	$101,720.87	$101,720.87	$0.00

The undersigned State highway agency certifies as follows: The above-mentioned project has been completed; the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.

SIGN ORIGINAL ONLY

OREGON *State Highway Agency*

By CONTROLLER *Authorized Officer* 2-5-85 *Date*

I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.

Amount submitted $ 0.00

Adjustments $

Amount Approved $

SIGN ORIGINAL COPY

Signature of Authorized FHWA Representative *Date*

Form FHWA-1447 (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS *(Payee must not use this column)*
	COVE CREEK (WINONA RD.) BRIDGE SECTION **COUNTY ROAD IN JOSEPHINE COUNTY**					
	CONSTRUCTION **TYPE CODE X080** **COVE CREEK COVE CREEK BRIDGE NO. 16595 (sta 3+78 to sta 4+00)**					
	FINAL CONTRACT PAYMENT SUMMARY	LUMP SUM			$110,212.85	
SFO	#3 ROADSIDE SEEDING AND MULCHING (STATE)	ALL REQUIRED			232.95	
	TOTAL PARTICIPATING CONSTRUCTION COST				$110,445.80	
	CONSTRUCTION ENGINEERING					
	STATE	ALL REQUIRED			$ 16,566.87	
	MISC PROJECT COST					
	EEO MONITORING EXPENSE	ALL REQUIRED			138.42	
	TOTAL PARTICIPATING PROJECT COST				$127,151.09	
	NON PARTICIPATING PROJECT COST					
	FINAL CONTRACT PAYMENT SUMMARY	LUMP SUM			(110.00)	
	INTEREST ON FINAL PAYMENTS	ALL REQUIRED			158.69	
	CONSTRUCTION ENGINEERING	ALL REQUIRED			11,280.69	
	TOTAL NON PARTICIPATING PROJECT COST				$ 11,329.38	
	TOTAL PROJECT COST				$138,480.47	
	PREPARED BASED ON PARTICIPATING COST AS SHOWN ON THE FEDERAL BILLING AS OF 2-7-85.					
	AMOUNT CARRIED FORWARD					

B01
BILLING NUMBER 37

OREGON STATE HIGHWAY DIVISION
FHWA BILLING VOUCHER

03/28/85

PREFIX	GRP FL	FED AID PROJ APPR	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC.	FEDERAL SHARE	AMOUNT PREV. CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
515-1035	1	HES -A361-002 APPR-141	4,950.00	370.97	370.97	90.00	333.87	333.87		
516-1051	1*	RS -B400-001 APPR-075	236,905.63	268,953.31	268,752.84	88.15	236,905.63	236,905.63		
517-1003	1*	RS -A323-001 APPR-075	906,967.67	1034,579.60	1028,891.29	88.15	906,967.67	906,967.67		
517-1011	1	HES -A333-001 APPR-141	1,003.00	1,113.97	1,113.97	90.00	1,002.57	1,002.57		
517-1017	1*	BRS -A335-003 APPR-114	101,720.87	138,480.47	127,151.09	80.00	101,720.87	101,720.87		
517-1018	1	HES -A333-001 APPR-141	68,878.00	75,906.57	72,748.93	30.00	65,474.04	65,474.04		
517-1019	1	RS -A338-001 APPR-075	174,539.00	100,825.38	100,722.94	88.15	88,787.27	88,787.27		
517-1021	1*	BRS -A335-001 APPR-118	2,924.80	3,656.00	3,656.00	80.00	2,924.80	2,924.80		
518-1002	1*	RS -B303-002 APPR-075	282,590.37	320,578.99	320,578.98	88.15	282,590.37	282,590.37		
	9			347,464.88						
518-1002		PREFIX TOTALS	282,590.37	668,043.87	320,578.98		282,590.37	282,590.37		
518-1017	1	RS -B319-001 APPR-075				85.60				
518-1019	1	BRS -B321-002 APPR-114				80.00				
519-1061	1	BRS -B326-002 APPR-114	127,364.00	159,134.41	159,134.41	80.00	127,307.53	127,307.53		
520-1029	1*	RS -A462-001 APPR-075	1022,873.68	1160,186.54	1159,983.76	88.18	1022,873.68	1022,873.68		
	7			288,781.11						
	9*									
520-1029		PREFIX TOTALS	1022,873.68	1448,967.65	1159,983.76		1022,873.68	1022,873.68		
520-1043	1	RRS -A473-001 APPR-138	75,952.00	79,410.73	79,334.48	90.00	71,401.03	71,401.03		
520-1044	1*	PMS -000S-102 APPR-140	172,546.33	172,784.43	172,546.33	100.00	172,546.33	172,546.33		
520-1056	1*	HES -A454-002 APPR-141	71,646.00	79,061.30	78,889.66	90.00	71,000.69	71,000.69		
520-1068	1	RRP -A452-001 APPR-139	65,671.00	71,814.84	72,241.50	90.00	65,017.35	65,017.35		
520-1076	1	RS -A465-002 APPR-075	1454,827.00	1646,196.36	1645,641.93	88.15	1450,633.36	1450,633.36		
	8	RS -A465-002 APPR-075	7,000.00	5,835.00	5,835.00	88.15	5,143.55	5,143.55		
520-1076		PREFIX TOTALS	1461,827.00	1652,031.36	1651,476.93		1455,776.91	1455,776.91		
521-1015	1	RS -A525-003 APPR-075	280,676.00	343,591.78	335,023.71	81.79	274,015.89	274,015.89		

DESCRIPTION	PREFIX	FUNCTION	SUB F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE YRS BEG	END
			TOT	P1			1,113.97		
			** JOB TOTALS **		**	**	1,113.97 **		
COVE CR(WINONA RD)BRIDGE	CONT NO 9636 * FA PROJ NOS BRS A335003 100							STATE	
	517	1017	201	00 P 1		254.15	110,212.85	83	84
	517	1017	201	00 N 1		250.00CR	110.00CR	84	84
	517	1017	204	00 P 1		1,500.00		83	84
	517	1017	206	00 N 1		158.69	158.69	84	84
	517	1017	270	03 P 1			232.95	84	84
	~~517~~	~~1017~~	~~296~~	~~00 N 9~~	~~112.04~~	~~1,987.13~~	~~101,720.87CR~~	~~83~~	~~85~~
	~~517~~	~~1017~~	~~298~~	~~00 N 9~~	~~112.04CR~~	~~1,987.13CR~~	~~101,720.87~~	~~83~~	~~85~~
	517	1017	900	00 P 1	140.05CR	11,270.61CR	13,358.36	83	85
	517	1017	900	00 N 1	140.05	11,280.69	11,280.69	84	85
	517	1017	920	00 P 1			37.21	83	84
	517	1017	940	00 P 1		17.51	1,247.97	83	84
	517	1017	941	00 P 1			84.25	83	84
	517	1017	942	00 P 1			459.52	83	84
	517	1017	944	00 P 1			792.08	83	84
	517	1017	945	00 P 1		15.82	404.71	83	84
	517	1017	948	00 P 1		129.97	182.77	84	84
	517	1017	985	00 P 1			138.42	83	83
			TOT	P1	140.05CR	9,353.16CR	127,151.09		
			TOT	N1	140.05	11,189.38	11,329.38		
			** JOB TOTALS **		**	1,836.22 **	138,480.47 **		
MERLIN-GALICE@MONUMENT DR	CONT NO 9692 = FA PROJ NOS HES A333001 100							STATE	
	517	1018	201	00 P 1		1,960.52	60,371.92	84	85
	517	1018	204	00 P 1		2,920.57		84	85
	517	1018	206	00 N 1		76.92	76.92	85	85
	517	1018	210	02 P 1			375.00	84	84
	517	1018	270	01 P 1			580.35	84	84
	517	1018	270	03 P 1			1,925.00	84	84
	517	1018	296	00 N 9	1,903.96	3,846.04CR	65,474.04CR	83	85
	517	1018	298	00 N 9	1,903.96CR	3,846.04	65,474.04	83	85
	517	1018	900	00 P 1		3,046.22CR	7,654.41	83	85
	517	1018	900	00 N 1		3,080.72	3,080.72	85	85
	517	1018	920	00 P 1			57.39	83	84
	517	1018	940	00 P 1		60.42	315.42	84	84
	517	1018	941	00 P 1			11.18	84	84
	517	1018	942	00 P 1			40.46	84	84
	517	1018	944	00 P 1		44.69	212.07	83	84
	517	1018	945	00 P 1		67.34	141.39	83	84
	517	1018	946	00 P 1		227.67	932.33	84	84
	517	1018	950	00 P 1			132.01	84	84
			TOT	P1		2,234.99	72,748.93		
			TOT	N1		3,157.64	3,157.64		
			** JOB TOTALS **		**	5,392.63 **	75,906.57 **		

January 24, 1985

Contractors Bonding and Insurance Co.
1213 Valley Street
Seattle, WA 98109

CON 5
#9636

Gentlemen or Ladies:

On August 2, 1984, we wrote to you concerning release of final payment on Contract No. 9636 awarded to Kniesteadt & Sons for work on the Cove Creek (Winona Road) Bridge Section of FAU A335 in Josephine County.

Final payment on this contract is $1,662.84 and the total contract amount is $110,102.85. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm
cc: Kniesteadt & Sons
121 West 10th Street
The Dalles, OR 97058

Contractors Bonding and Insurance Co.
PO Box 12053
Portland, OR 97212

bc: C. O. Fredrickson
Walt Hart
James J. Gix

9636

517-1931 OK
517-1021

ORIGINAL

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

Appropriation:

The United States, Dr., TO TREASURER OF THE STATE OF OREGON

Address CAPITAL BUILDING, SALEM, OR 97310

D.O. VOUCHER NO.

STATE VOUCHER NO.

DATE

FHWA SCHEDULE NO.

PAID BY

STATE OREGON	**FEDERAL AID PROJECT NO.** BRS-A335(1)
PROGRAM APPROVED	**VOUCHER PERIOD** From: 8-10-81 To: 4-19-83

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$ 3,656.00	$ 3,656.00	80%	$ 2,924.80	$ 2,924.80	$0.00
43,372.48	43,339.21	80%	34,671.37	34,671.37	0.00
$47,028.48	$46,995.21	80%	$37,596.17	$37,596.17	$0.00

The undersigned State highway agency certifies as follows: The above-mentioned project has been completed; the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.

SIGN ORIGINAL ONLY OREGON *State Highway Agency*

By CONTROLLER *Authorized Officer* 10-17-84 *Date*

I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.

Amount submitted $ 0.00

Adjustments $

Amount Approved $

SIGN ORIGINAL COPY

Signature of Authorized FHWA Representative *Date*

Form FHWA-1447 (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS *(Payee must not use this column)*
	COVE CREEK (WINONA ROAD) BRIDGE SECTION COUNTY ROAD IN JOSEPHINE COUNTY					
	PRELIMINARY ENGINEERING TYPE CODE PE STATE	ALL REQUIRED			$43,339.21	
SFO	TYPE CODE Y060 UTILITY ADJUSTMENT #1 RELOCATE 3 POWER POLES IN CONFLICT WITH THE PROPOSED PROJECT (PP&L CO.)	ALL REQUIRED			3,633.12	
	CONSTRUCTION ENGINEERING STATE	ALL REQUIRED			22.88	
	TOTAL PARTICIPATING PROJECT COST				$46,995.21	
	NON PARTICIPATING PROJECT COST PRELIMINARY ENGINEERING (STATE)	ALL REQUIRED			$ 33.27	
	TOTAL PROJECT COST				$47,028.48	
	PREPARED BASED ON PARTICIPATING COST AS SHOWN ON THE FEDERAL BILLING AS OF 10-18-84.					
	AMOUNT CARRIED FORWARD					

802
118 BILLING NUMBER 31

OREGON STATE HIGHWAY DEPARTMENT
FHWA BILLING VOUCHER

02/14/85

PREFIX	GRP FL	FED AID PROJ	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC.	FEDERAL SHARE	AMOUNT PREV. CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
517-1021	1*	BRS -A335-001	2,924.80	3,656.00	3,656.00	80.00	2,924.80	2,924.80		
517-1931	1*	BRS -A335-001	34,671.37	43,372.48	43,339.21	80.00	34,671.37	34,671.37		
		PROJ TOTALS	37,596.17	47,028.48	46,995.21		37,596.17	37,596.17		
517-2517	1	BRS -A335-002	2,400.00	2,065.26	2,065.26	80.00	1,652.21	1,652.21		
506-1990	1	BRS -A396-001	20,240.00	12,394.13	12,394.13	80.00	9,915.30	9,904.85		10.45
510-1993	1*	BRS -A409-002	23,539.38	29,424.23	29,424.23	80.00	23,539.38	23,539.38		
510-1012	1	BRS -A409-003	598,166.00	747,992.99	747,602.82	80.00	598,082.26	598,075.20		7.06
506-1995	1,	BRS -A416-001	22,560.00	5,263.63	5,263.63	80.00	4,210.90	4,180.16		30.74
506-1986	1	BRS -A431-002	14,400.00	9,994.58	9,994.58	80.00	7,995.66	7,995.66		
222-1908	1	BRS -A489-001	17,920.00	18,113.76	18,113.76	80.00	14,491.01	14,245.27		245.74
327-1982	1*	BRS -A559-003	11,292.90	14,123.02	14,116.13	80.00	11,292.90	11,292.90		
327-1010	1*	BRS -A559-004	52,514.49	65,848.10	65,643.11	80.00	52,514.49	52,514.49		
503-1906	1	BRS -A616-003	33,800.00	57,764.00	57,571.75	80.00	46,057.40	33,800.00	12,257.40 B	
503-2544	1	BRS -A616-004	14,800.00	6,626.66	6,626.66	80.00	5,301.33	5,301.33		
503-1901	1*	BRS -A644-001	27,758.18	34,709.23	34,697.73	80.00	27,758.18	27,758.18		
534-1950	1*	BRS -A677-001	42,304.83	53,246.88	52,881.04	80.00	42,304.83	42,304.83		
534-1949	1*	BRS -A685-004	29,111.50	36,389.38	36,389.38	80.00	29,111.50	29,111.50		
534-1948	1*	BRS -A690-001	19,816.37	24,779.46	24,770.46	80.00	19,816.37	19,816.37		
529-1990	1	BRS -A720-001	48,800.00	34,096.92	34,096.92	80.00	27,277.54	27,277.54		
504-1966	1	BRS -A736-002	26,520.00	555.02	555.02	80.00	444.02	444.02		
505-1098	1*	BRS -A743-001	129,168.82	167,549.54	161,461.02	80.00	129,168.82	129,168.82		
505-1998	1*	BRS -A743-001	5,808.68	7,260.85	7,260.85	80.00	5,808.68	5,808.68		
		PROJ TOTALS	134,977.50	174,810.39	168,721.87		134,977.50	134,977.50		
505-1901	1*	BRS -A752-001	16,427.45	20,534.31	20,534.31	80.00	16,427.45	16,427.45		
509-1928	1	BRS -B355-001	16,400.00	23,043.69	23,043.69	80.00	18,434.95	16,400.00	2,034.95 B	
509-2511	1	BRS -B355-001	1,000.00	1,243.18	1,243.18	80.00	994.54	994.54		
		PROJ TOTALS	17,400.00	24,286.87	24,286.87		19,429.49	17,394.54	2,034.95	

ACCOUNT SUMMARY - EXPENDITURES & LEDGERS JANUARY 1985

DESCRIPTION	PREFIX	FUNCTION	SUB F.	GR		CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	
APPLEGATE RV BR FISH HATCH RD CONT NO * FA PROJ NOS RS A3[illegible]3001 100									STATE
	517	1910	296	00 N 9				50,170.13CR	
	517	1910	298	00 N 9				50,170.13	
	517	1910	901	00 P 1				14,281.43	
	517	1910	901	00 N 1				181.61	
	517	1910	905	00 P 1				7,212.49	
	517	1910	906	00 P 1				23,156.60	
	517	1910	909	00 P 1				984.71	
	517	1910	910	00 P 1				1,514.98	
	517	1910	913	00 P 1				8.23	
	517	1910	914	00 P 1				62.23	
	517	1910	918	00 P 1				1,622.86	
	517	1910	920	00 P 1				64.76	
	517	1910	921	00 P 1				1,068.12	
	517	1910	922	00 P 1				71.50	
	517	1910	923	00 P 1				23.18	
	517	1910	926	00 P 1				7,702.50	
	517	1910	926	00 N 1				25.88	
	517	1910	950	00 P 1				699.75	
			TOT	P1				58,473.34	
			TOT	N1				207.49	
			** JOB TOTALS **			**	**	58,680.83	**
COVE CR(WINONA RD)BRIDGE CONT NO * FA PROJ NOS BRS A335001 10[illegible]									STATE
	~~517~~	~~1931~~	~~296~~	~~00 N 9~~			~~103.97~~	~~34,671.37CR~~	
	~~517~~	~~1931~~	~~298~~	~~00 N 9~~			~~103.97CR~~	~~34,671.37~~	
	517	1931	901	00 P 1	Project MANAGER		56.91CR	9,629.29	
	517	1931	901	00 N 1	" " NON			33.27	
	517	1931	905	00 P 1	FINAL DESIGN			7,382.61	
	517	1931	906	00 P 1				~~201.66~~	To 927
	517	1931	909	00 P 1	R/W Desciptions			2,417.80	
	517	1931	910	00 P 1	REGION GEOLOGY			661.92	
	517	1931	911	00 P 1	TRAFFIC Section			161.03	
	517	1931	913	00 P 1	R/W Liaision			27.38	
	517	1931	914	00 P 1	REGION Utility LIAISION			166.00	
	517	1931	918	00 P 1	LOCATION			1,572.5[illegible]	
	517	1931	920	00 P 1	Project management		18.20CR	138.34	
	517	1931	921	00 P 1	Specefications (No Cost to County		[illegible].70CR	1,944.97	
	517	1931	922	00 P 1	AMINISTRATIVE SERVICES			68.45	
	517	1931	923	00 P 1	Environmental Section		34.61CR	263.92	
	517	1931	926	00 P 1	Structural Foundations			3,807.91	
	517	1931	927	00 P 1	No Cost to County			~~14,354.06~~	14,555.71
	517	1931	932	00 P 1	R/W Utility ENGINEER		17.55CR	144.63	
	517	1931	937	00 P 1	HYDRAULICS			396.71	
			TOT	P1			129.97CR	43,339.21	
			TOT	N1				33.27	
			** JOB TOTALS **			**	129.97CR**	43,372.48	**

43,339.21
- 16,500.68

ACCOUNT SUMMARY - EXPENDITURES & LEDGERS JANUARY 1985

DESCRIPTION	PREFIX		FUNCTION	SUB	F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE YRS BEG	END
	517	1019	270	01	P	1		100,274.38	100,274.38	84	84
	517	1019	296	00	N	9	32.28CR	84,817.00CR	88,779.18CR	84	85
	517	1019	298	00	N	9	32.28	84,817.00	88,779.18	84	85
	517	1019	900	00	P	1	9.18	566.62	5,314.41	84	85
	517	1019	900	00	N	1		58.62	102.44	84	84
	517	1019	920	00	P	1		36.62	121.66	83	85
	517	1019	948	00	P	1		26.21	26.21	84	84
			TOT		P1		9.18	95,890.11	100,722.94		
			TOT		N1			58.62	102.44		
			** JOB TOTALS **				9.18 **	95,948.73 **	100,825.38 **		
COVE CRK WINONA (BR)	CONT NO		* FA PROJ NOS BRS A335001 100							STATE	
Payment to Utilities	517	1021	285	01	P	1		3,633.12	3,633.12	84	84
	~~517~~	~~1021~~	~~296~~	~~00~~	~~N~~	~~9~~		~~2,924.88CR~~	~~2,924.88CR~~	~~84~~	~~84~~
	~~517~~	~~1021~~	~~298~~	~~00~~	~~N~~	~~9~~		~~2,924.88~~	~~2,924.88~~	~~84~~	~~84~~
GENERAL Construction ENG (Acct	517	1021	948	00	P	1	8.62CR	22.88	22.88	84	85
			TOT		F1		8.62CR	3,656.00	3,656.00		
			** JOB TOTALS **				8.62CR**	3,656.00 **	3,656.00 **		
DIVERSION CANAL BRIDGES	CONT NO 9236		* FA PROJ NOS RS 8303002 47							STATE	53
	518	1002	201	00	P	1			296,193.26	81	82
	518	1002	201	00	N	9			320,430.95	81	82
	518	1002	208	00	N	1			15.21CR	82	82
	518	1002	208	00	N	9			17.16CR	82	82
	518	1002	296	00	N	9			649,049.56CR	81	83
	518	1002	297	00	N	9			366,459.19	81	83
	518	1002	298	00	N	9			282,590.37	81	83
	518	1002	900	00	P	1			16,461.39	81	83
	518	1002	900	00	N	9			18,352.82	81	82
	518	1002	920	00	P	1			22.49	81	81
	518	1002	920	00	N	9			25.37	81	81
	518	1002	928	00	N	1			15.22	81	82
	518	1002	928	00	N	9			17.15	81	82
	518	1002	940	00	P	1			2,412.94	81	82
	518	1002	940	00	N	9			2,555.72	81	82
	518	1002	941	00	P	1			15.20	81	81
	518	1002	941	00	N	9			17.17	81	81
	518	1002	942	00	P	1			4,103.76	81	82
	518	1002	942	00	N	9			4,627.68	81	82
	518	1002	944	00	P	1			814.10	81	82
	518	1002	944	00	N	9			918.05	81	82
	518	1002	945	00	P	1			135.97	81	83
	518	1002	945	00	N	9			153.31	81	83
	518	1002	946	00	P	1			340.34	81	82
	518	1002	946	00	N	9			383.82	81	82
	518	1002	948	00	P	1			78.93	81	83
			TOT		P1				320,578.98		
			TOT		N1				.01		
			TOT		N9				347,464.88		
			** JOB TOTALS **				**	**	668,043.87 **		

SC

STATE COPY

cc: OSHD (Coulter)

US Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 2	COUNTY Josephine	DIVISION Oregon
DATE OF REPORT 9-14-84	REPORT MADE BY W. N. Bryant, Area Engineer		PROJECT NO. BRS-A335(3)
COMPLETION DATE (Actual) 10-22-83	ACCEPTANCE DATE BY CONRTACT AGENCY 7-31-84	TIME ELAPSED 89 %	CONTRACT TIME 140 C.D.

LOCATION

Co. Road approx. 7 miles NE of Grants Pass

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)

A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

COVE CREEK BRIDGE
FAS-A335
Grading, Paving, and Structure

This project provided for the construction of 23' long by 31.5' wide bridge over Cove Creek and the grading and paving of approaches. A contract in the amount of $108,496.00 was awarded Kniesteadt & Son on June 1, 1983. Work began on June 14, 1983 and was completed in reasonably close conformance with the approved plans and specifications on October 22, 1983 at a final cost of $138,148.40 which includes $110,352.85 for original contract work, $232.95 for approved State Force work, and $27,812.60 for construction engineering.

A satisfactory explanation supporting all overruns and underruns has been furnished by the State and a copy is attached to the division office copy of this report.

NOTED
W. E. SCHWARTZ
10/4

RECEIVED
STATE HWY ENGR
OCT 2'84
REFER TO
Fredrickson
FOR

Info	Inves	R/D	D/R	Sign	Act	File

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE W. N. Bryant W. N. Bryant Area Engineer		SIGNATURE G. K. Hossner Original Signed By G. K. HOSSNER Field Operations Engineer	
TITLE Area Engineer	DATE 10/2/84	TITLE Field Operations Engineer	DATE 10/2/84

FORM FHWA 1446B PREVIOUS EDITIONS MAY BE USED.

SC

U. S. DEPARTMENT OF TRANSPOR .   TION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BRS-A335(1)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Josephine

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10187

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
3-28-83	Secondary A335	County Road

10. GENERAL LOCATION:
Cove Creek (Winoma Road) Bridge Section

11. GENERAL DESCRIPTION OF WORK
Revised Utility Costs

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* See below

13. REMARKS

As requested by Mr. Potter's letter of 7-24-84 I approve the revised costs for the Adjustment of Pacific Power and Light Company's Aerial power line relocation to a TEC of $3,633.12 - Federal Funds $2,906.50.

(Increase TEC $633.12 - F.F. $506.50)

RECEIVED
STATE HWY ENGR
AUG 3 '84
REFER TO Potter
FOR
Info Inves R/D D/R Sign Act File

orig. to
8/3

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
8/1/84	G. K. Hassner	for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

July 24, 1984

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

FROM: Gary A. Potter
Manager, Program Section

SUBJECT: Cost Overrun
Aerial Power Line Relocation
Cove Creek (Winona Rd.) Bridge Section
Josephine County
P.E. Project No. BRS-A-335(1)

Reference is made to D. E. Swan's letter of March 3, 1983, which submitted an estimate of cost for the relocation of Pacific Power & Light Company's aerial power line facilities and to your Letter of Approval and/or Authorization, dated March 28, 1983, which approved participation in the estimated cost of $2,872. Copies of my letter and your PR-1240 are attached.

The relocation of the power line facilities has been completed and a final billing of cost, in the amount of $3,633.12, received. The final cost of $3,633.12 exceeds the estimated cost of $2,872.00 by $761.12 or 26.5%. Pacific Power & Light Company, in a letter dated July 13, 1984, has provided an explanation of the cause for overrunning the estimated cost. A copy of the letter is attached.

Pacific Power & Light Company has accomplished the work required to accommodate our highway construction, as requested, and is entitled to full reimbursement.

Your approval of federal participation in the final relocation cost of $3,633.12 is requested.

JMC/GAP/nv
Attachments
cc: E. S. Hunter
J. M. Cartwright
Rich Evans, Hwy. Acct.
J. E. Christopherson

RECEIVED
STATE HWY ENGR

JUL 26 '84

REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

DATE: February 15, 1984

TO: Oregon Transportation Commission CON

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Cove Creek (Winona Rd.) Bridge Section
FAS A335 Highway, Josephine County
Contract No. 9636

This federal-aid bridge replacement project has been completed and it is apparent that the final cost will exceed the project authorization by $13,000 or 10.4 percent.

Normal variations from bid quantities were required to meet existing field conditions. These were minor in net effect on the project, adding approximately $1,717 to the cost.

The major item contributing to the overrun of this project was the construction engineering charges incurred. By employing only principals of the firm to perform the work, the contractor was able to, and did, work a schedule involving much weekend and late evening overtime without the restraint of overtime payment penalties. The contractor was inexperienced in the contract compliance requirements of state work and this necessitated additional guidance by engineering forces. The remote location of the project, requiring more than an 1 1/2 hours traveling time per day, also contributed to the overrun of the construction engineering item.

There are sufficient funds available in the category of work and all the increase except $9,223, is eligible for federal participation.

I recommend that the authorization be increased by $13,000 to a new total of $137,845.46. This matter will be on the consent calendar for the February 28 meeting.

HHP:mk sl

bc Fred D. Miller
R. W. Gormsen
C. O. Fredrickson
V. E. Skoog
Jim Gix
George Bell

STATE OF OREGON **INTEROFFICE MEMO**

Highway Construction 378-6318 FILE: CON 5

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: February 9, 1984

O. B. Jackmond

FROM: O. B. Jackmond
Contract Administration Engineer

O.K.-WES

SUBJECT: Request for Increase in Project Authorization
Cove Creek (Winona Rd.) Bridge Section
FAS A335 Highway, Josephine County
Contract No. 9636

This federal aid bridge replacement project has been completed and it is apparent that the final cost will exceed the project authorization by $13,000.00 or 10.4 percent.

Normal variations from bid quantities were required to meet existing field conditions. These were minor in net effect on the project, adding approximately $1,717 to the cost.

The major item contributing to the overrun of this project was the construction engineering charges incurred. By employing only principals of the firm to perform the work, the contractor was able to, and did, work a schedule involving much weekend and late evening overtime without the restraint of overtime payment penalties. The contractor was inexperienced in the contract compliance requirements of state work and this necessitated additional guidance by engineering forces. The remote location of the project, requiring more than an hour and a half traveling time per day, also contributed to the overrun of the construction engineering item.

There are sufficient funds available in the category of work and all the increase, except $9,223, is eligible for federal participation.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $13,000.00. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:HHP:mk

Attach.

cc: Jim Gix
William Maude
B. M. Walton
W. F. Cobine

81-125-1387

William Maude, Project Manager
2690 N. Pacific Hwy.
Medford 97501

PROJECT MANAGERS
NARRATIVE REPORT

9636

(Cove Creek Bridge)

1 Versteeg
Anderson
2 Adams
cy Macnab
Stoudenmeyer
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ROAD DESIGN
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CONTRACTOR:
KNIESTEADT AND SONS

SUB-CONTRACTORS:
J & J FENCING (Minority Owned)
Bridge Rail Installation.

cy (km)

COPELAND SAND AND GRAVEL
Aggregates, grading and paving.

KIND OF WORK:
Grading, paving and construction of one bridge. Additionaly, one road approach and two driveway approaches with drainage.

NARRATIVE:
On 1 June 1983, Contract #9636 was awarded to Kniesteadt and Sons. 140 calender days were alloted for the project completion. (Actual construction time used on this project was 127 calender days) The Preconstruction Conferance was held on 14 June 1983. (Refer to memo on file for details.)

On 16 June, 1983, the Contractor moved equipment on to the project site, set up proper signing and began clearing and grubbing. Excavation began on the bridge site on June 22, 1983. A buried telephone cable was inadvertently cut during excavation work. The location was 4 feet from the area marked by Pacific Northwest Bell Telephone Company personel. (Refer to "Memo to File" for details.)

The first concrete pour was made on 6 July 1983, with the final pour being made on 8 Aug. 1983. Clearing, grubbing and embankment in place continued through 12 Sept. 1983 when the bridge deck slabs were placed into position. Grouting of the bridge deck slabs was completed on 13 Sept. 1983. Traffic was turned over the new bridge on 29 Sept. 1983.

NARRATIVE REPORT
(Continued)

Channel work along with general site clean-up continued until 21 Oct. 1983 when the project was paved. State forces striped the project on 24 Oct. 1983/

OVERRUNS:
No significant overruns were experienced on this project, with the exception of Engineering. This overrun was attributed to the following.

1 - The driving time involved between the office and project site was from 1½ to 2 hours daily.

2 - The Contractor elected to work long hours and some Saturdays.

3 - Due to the Contractor being unfamiliar with contract compliance on State projects, a large amount of time was required to obtain and maintain that compliance in a orderly and safe manner for the benefit of this project.

SUMMARY:
The project appeared to progress slowly at times due to the Contractor working with only himself and one other person. Flagging was done by the Contractors wife. The greatest percentage of the project was completed using one bachkoe and one dump truck. This caused a considerable amount of time being spent attempting to obtain a fine grade.

Additional length was required on the driveway approach at Sta. 4+20 right to meet the requirements of a Right of Way agreement between Josephing County and Mr. George R. Wright.

Analogically, the degree of co-operation between the Contractor, State, County Utility Companys and local residence was very condusive in completing the project in a timely and orderly fashion.

STATEMENT OF OVERRUNS AND UNDERRUNS

PROJECT: Cove Creek Bridge
HIGHWAY: FAS A335
COUNTY: Curry

CONTRACT NO. 9636
PREFIX: 517-1017
FA NO. BRS-A335(3)

ITEM	UNIT	ORIGINAL	SEMIFINAL	+OR-
SUMMARY				
Bid Items	$	108,496.00	110,098.70	+1
Anticipated Items	$	1,500.00	1,312.27	-13
S.F.O.s(unanticipated)	$		2,871.00	
Contingincies	$	4,949.82		
Engineering	$	9,899.64	25,978.96	+162
Total	$	124,845.46	140,260.93	+12

All substantial changes were evaluated and only those listed below meaningfully affected the total project cost.

S.F.O.1. Change Electrical Line $ 0 2,871.00 +100

Pacific Power and Light had to relocate overhead power lines on the project. This work was not provided for in the project authorization.

ENGINEERING $ 9,899.64 25,978.96 +162

The prime contractors workforce was composed of himself and his son. With no wage constraints, they worked long hours and some Saturdays to complete the project. In addition, approximately one and a half hours were spent driving to and from the worksite. This was also one of the first State projects that was awarded to the contractor and a greater than normal amount of supervision was needed, both in the field and in the office to secure contract compliance.

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FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION Cove Creek Bridge		WEEK ENDING 17 December 1983
		SECTION PREFIX 517-1017
	HIGHWAY FAS A335	COUNTY Josephine
NAME OF JOB Cove Creek Bridge	KIND OF WORK Grading,Paving and Structure	
CONTRACTOR Kniesteadt and Son	CONTRACT NUMBER 9636	FEDERAL AID PROJECT NUMBER BRS-A335(3)
DATE OF CONTRACT June 1,1983	DATE WORK STARTED June 14,1983	ESTIMATED COMPLETION DATE
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION 0	SPECIFIED WORK DAYS SPECIFIED CALENDAR DAYS 140	WORK DAYS USED CALENDAR DAYS USED 125
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 89
PROJECT AUTHORIZATION. $ 124,845.46		
EXCLUSIVE OF ENGINEERING: $ 114,946.82	ENGINEERING AUTHORIZATION $ 9,899.64	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 115,775.32	ENGINEERING COST TO DATE $ 25,978.96	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100
ESTIMATED PERCENT: OVERRUN UNDERRUN 0 %	PERCENT OF AUTHORIZATION 262 %	DATE PROJECT WAS COMPLETED: October 22,1983

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
100	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	.15	.15			.15
MILES PARTIALLY COMPLETED					
MILES COMPLETED	15	.15			.15
TOTAL ESTIMATED QUANTITIES (CONTRACT)	1,357	1,915			405
TOTAL QUANTITIES CORRECTED TO DATE	976	2,000			459
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	976	2,000			459
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

NONE

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	16595							
PERCENT	100							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	NA			
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

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DEC 21 1983
CONSTRUCTION
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GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

The project has been completed and the quantities have been prechecked. Work has begun on the semi-final estimate.

SIGNED for Maude LOCATION Medford

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State Oregon
MONTHLY TRANSACTION NUMBER 10 - 221		County Josephine
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	Project Number BRS-A335(3)
MODIFICATION NUMBER 1		

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 8, 19 83, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 124,686.00	$ 129,636.00
Federal funds	$ 99,748.00	$ 103,708.00
Other revisions		

This modification is made for the following reasons: to include increase in construction costs, and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 26th day of October, 1983.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Harry A. Potter

Manager, Program Section
(Title)

XBy For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By ____________________
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ____________________
(Division Administrator)

For; Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen. File

Oregon State Highway Division
Salem, Oregon October 24, 1983

Federal-Aid Project No. BRS-A335(3)

Cove Creek (Winona Rd.) Bridge Section
County Road in Josephine County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code X080
Cove Creek Bridge No. 16595 (Sta. 3+78 to Sta. 4+01)

Subtotal of previous estimate of May 27, 1983f			$ 109,856.00
Additional Items			
Relocate Power Poles (S.F.O. #1)	All Required		$ 2,871.00
		Increase	$ 2,871.00
		Subtotal	112,727.00
		Engineering	16,909.00
		Total	$ 129,636.00
Length of Project			0.0 mi.
Federal Funds			$ 103,708.00
County Funds			25,928.00
Total			$ 129,636.00

Group 1 100%
Contract No. 9336
Prefix: 517-1931
Prefix: 517-1017

96-30

STATE COPY OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 6-70	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT**	State Oregon County Josephine Project No. BRS-A335(3)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Cove Cr. (Winona Rd.) Bridge

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	4-20-83	0.004
RIGHTS-OF-WAY		
CONSTRUCTION	4-20-83	0.004
OTHER *(Specify)*		

FUNDS PRO RATA 80.00%

ESTIMATED TOTAL COST OF PROJECT $ 124,686.00	FEDERAL FUNDS $ 99,748.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By Gary C. Potter
Manager, Program Section
(Title)
XX For: H.S. Coulter, P.E.
State Highway Engineer
(Title)
By
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
By
(Division Administrator)
For: Dale E. Wilken
Date executed by Division Administrator JUN 8 1983

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

Oregon State Highway Division
Salem, Oregon May 27, 1983

Federal-Aid Project No. BRS-A335(3)

Cove Creek (Winona Rd.) Bridge Section
County Road in Josephine County

PROJECT AGREEMENT ESTIMATE

Type Code X080
Cove Creek Cove Creek Bridge No. 16595 (Sta. 3+78 to Sta. 4+01)

Mobilization		All Required		$ 5,691.25
Temporary Protection and Direction of Traffic		All Requried		800.00
Temporary Signs	99	Sq. Ft.	5.00	495.00
Temporary Barricades	8	Each	80.00	640.00
Temporary Delineators, Type 2	18	Each	15.00	270.00
Flagmen	160	Hour	10.00	1,600.00
Clearing and Grubbing		All Required		2,500.00
Toe Trench Excavation	219	Cu. Yd.	7.00	1,533.00
Embankment in Place	1,357	Cu. Yd.	4.25	5,767.25
Finishing Roadbed and Slopes		All Required		500.00
Watering	60	M-Gal.	8.00	480.00
Coarse Aggregate Base	1,600	Ton	6.90	11,040.00
3/4"-0 Aggregate Base	315	Ton	9.00	2,835.00
Class "B" Asphalt Concrete Mixture	405	Ton	31.50	12,757.50
12-inch Culvert Pipe	20	Lin. Ft.	12.00	240.00
18-inch Culvert Pipe	30	Lin. Ft.	18.00	540.00
Guard Rail, Type 2A	75	Lin. Ft.	15.00	1,125.00
Guard Rail, Type 3	100	Lin. Ft.	25.00	2,500.00
Guard Rail Anchors, Type 1	2	Each	300.00	600.00
Guard Rail Anchors, Type 2	2	Each	325.00	650.00
Rail End Pieces, Type B	2	Each	50.00	100.00
Rail End Pieces, Type C	2	Each	75.00	150.00
Extra for Asphalt Approaches	6	Each	150.00	900.00
Rock Gabions	60	Cu. Yd.	80.00	4,800.00
Loose Riprap, Class 100	315	Cu. Yd.	18.00	5,670.00
Delineators, Type 2	10	Each	15.00	150.00

Bridge Removal Work		All Required		1,000.00
Shoring, Cribbing, Etc.		All Required		500.00
Structural Excavation	235	Cu. Yd.	10.00	2,350.00
Structural Excavation Below Elevations Shown	30	Cu. Yd.	10.00	300.00
Special Wall Backfill	122	Cu. Yd.	12.00	1,464.00
Structural Concrete, Class 3300 (C.Y.)		All Required		17,800.00
4'x20'/25' Prestressed Slabs	8	Each	1,400.00	11,200.00
Reinforcement		All Required		6,384.00
Metal Rail with Tubing	63	Lin. Ft.	48.00	3,024.00
				$ 108,356.00

Anticipated Items

Permanent Pavement Striping	All Required	$ 1,000.00
Roadside Seeding and Mulching	All Required	500.00
		$ 1,500.00
	Subtotal	$ 109,856.00
	Engineering	14,830.00
	Total	$ 124,686.00

Length of Project (Structure)	0.004 mi.

Federal Funds (80%)	$ 99,748.00
County Funds	24,938.00
Total	$ 124,686.00

Group 1   100%
Contract No. 9636
Prefix: 517-1931
Prefix: 517-1017

Cove Creek (Winona Rd.) Bridge Section
(Nonparticipating - State Work)

Single Mailbox Supports	2	Each	70.00	$	140.00

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BRS-A335(1)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Josephine

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10187

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 10/12/83

8. FEDERAL ROUTE NUMBER Secondary A335

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:
Cove Creek (Winona Road) Bridge Section

11. GENERAL DESCRIPTION OF WORK
Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ xx OTHER *(Specify)* Program Change
See Below

13. REMARKS

As requested in Mr. Swan's letter of 10/3/83 I approve the revised Preliminary Engineering Cost to a TEC of $43,500 Federal Funds $34,800.

(Increase TEC $15,150 Federal Funds $12,120)

RECEIVED
STATE HWY ENGR
OCT 20 '83
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig to 10/20

14. DATE 10/12/83

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

96[illegible]

PRO

July 14, 1983

W.D. Owen, Supervisor
Josephine County Public Works
201 River Heights Way
Grants Pass, OR 97526

Dear Wally:

SUBJECT: Cove Creek (Winona Rd.) Bridge
Balance of County Deposit

As previously agreed, the County should now submit the balance of its advance deposit:

Estimated County Share of Project Cost	$ 30,200
Less County Advance Deposit (rec'd 6-1-83)	(26,700)
BALANCE DUE FROM COUNTY	$ 3,500

Rec'd
8-24-83

Please make your check, in the amount of $3,500, payable to the Oregon State Highway Division, and send it to Highway Division Accounting, Room 434, Transportation Building, Salem, Oregon 97310.

Very truly yours

Gary A. Potter, Manager
Program Section

KEH:bks
bc: w/AD #83-52: Jack Ayres, Region 3
Vern Skoog -- please return completed AD #83-52 when advance deposit is received.

9636

CON 5

DATE: June 23, 1983

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: C. T. Keasey, P.E., P.L.S.
Construction Engineer

SUBJECT: Notification Contract Work Started
Federal-aid Project Number
BRS-A335(3)

Contract 9636, Work Started June 15, 1983

Project Cove Creek (Winona Rd.) Bridge

Highway FAS A335 (Winona Rd.)

County Josephine

RDC:mk

cc: R. D. Church

96

May 17, 1983

W. D. Owen, Supervisor
Engineering Division
Josephine County Public Works
201 River Heights Way
Grants Pass, OR 97526

Dear Mr. Owen:

On May 12, 1983 we received a satisfactory bid from Kniesteadt & Sons, 121 W. 10th Street, The Dalles, Oregon 97058 for the Cove Creek (Winona Road) Bridge replacement project in Josephine County.

As previously agreed, we anticipate the financial sharing of the estimated project costs will be:

CONSTRUCTION:			
Contractor's Bid		$108,496.00	
Anticipated Additional Items:			
Permanent Pavement Striping	$1,000.00		
Roadside Seeding & Mulching	500.00	$ 1,500.00	
SUBTOTAL		$109,996.00	
Contingencies (4 1/2%)		4,949.82	
Engineering (9%)		9,899.64	
Estimated Construction Cost			$124,845.46
PRELIMINARY ENGINEERING:			
Estimated P.E. Costs	$41,000.00		
Less: Free Br. Design, Plans, & Specs.	17,000.00		
Basis for County Share of PE			$ 24,000.00
RIGHT OF WAY			2,100.00
Total Basis for County Share of Project Costs			$150,945.46

County Share: 20% of $150,945.46 = $30,200

On September 29, 1982 the Board of County Commissioners requested, and the Highway Division approved, the following payment plan:

1) County payment of $26,700 at bid opening in current Fiscal Year.

2) County payment of estimated balance after July 1, 1983.

COUNTY ADVANCE DEPOSIT: $26,700

Fay Pitts says
check rec'd
6-1-83
KEH

We will award the contract when we receive your advance deposit in the amount of $26,700, which should arrive not later than June 3,

1983. You may use one of the three options for payment described in the attachment.

We will request the balance of $3,500 after July 1, 1983.

Very truly yours,
ORIGINAL SIGNED BY
GARY A. POTTER

Gary A. Potter, Manager
Program Section

KEH:pf
Attachment

bcc w/AD # 83-26: Jack Ayres, Region 3
Vern Skoog - Please return completed AD # 83-26 when advance deposit is received.

9636

Section Cove Creek (Winona Rd) Bridge Programming Estimate $

Highway FAS 335 (Winona Rd) Project Length 0.36

County Josephine Completion Time 140 C.D.

Kind of Work Grading, Paving & Structure Est. Comp. Date 10-30-82

Prefix 517-1931 Letting Date May 12 1982 Project No. BRS-A335(3)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ $133,311.45

Anticipated Additional Items:		
Royalty Payment.		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping.	1000.00	
Temporary Pavement Striping.		
Remove Pavement Striping (Exist. & Temp.) . . .		
Temporary Erosion Control		
State Furnished ______		
Roadside Seeding & Mulching	500.00	$ 1500 —
Asphalt Cement Adjustment		
On the Job Trainees ($0.80 x ____ hrs.)		
State Responsibility for Damages		
Signal Controller Testing		
"OPTICOM" Testing		
Bikeway Signs		
Bikeway Striping & Legend		
Adjust Utilities:		
Subtotal		$ 134,811.45
Contingencies (4-1/2%)		6,066.52
Engineering (~~8~~, [✓ 9], ~~10~~%)		12,133.03
Subtotal		$ 153,011.00
Credit for ______		
Estimated Net Authorization, Construction . . . . $		153,011.00

APPROVED

______
Road Design Engineer

Rev. 11/81

SUMMARY--BID SCHEDULE--COST ESTIMATE

OREGON STATE HIGHWAY DIVISION

Section Cove Creek (Winona Rd) Bridge [illegible]	County [illegible]	Sheet 1 of 2	
Kind of Work [illegible]	Length 0.3[illegible]	Date	Name [illegible]

No.	Item	Code	Unit	Quant.	Unit Cost	Total
	COST ANALYSIS UNIT. 4-6-83 [illegible] ~~THIS ENGINEERING ESTIMATE IS PRICED FOR~~					
	Mobilization BID LETTING 5-12-83		All	All	–	11000.00
	[illegible]		All	All	–	1075.–
	Temporary Signs		[illegible]	99	6.–	594.–
	Temporary Barricades		Each	8	125.–	1,000.–
	Temporary Delineators, Type [illegible]		[illegible]	18	20.–	360.–
	Flagmen		[illegible]	160	15.00	2400.00
	[illegible]					
	Clearing and Grubbing		A[illegible]	All	–	1500.00
	~~[illegible] Muck [illegible]~~ ~~[illegible]~~		~~Cu. Yd~~	~~425~~		
	[illegible] Trench [illegible]		Cu. Yd	219	7.00	1533.00
	Embankment in Place		Cu. Yd	1357 ~~1250~~	3.85	5224.45
	Finishing Roadbed and Slopes		All	All	–	1800.00
	Watering		M-Gal	60	8.00	480.00
	Coarse Aggregate Base		Ton	1600	7.50	12000.00
	3/4"-0 Aggregate Base		Ton	[illegible]	7.50	2362.50
	Class "B" Asphalt Concrete Mixture		Ton	465	33.50	15532.50
	12 inch Culvert Pipe		[illegible]	20	15.00	300.00
	18 inch Culvert Pipe		[illegible]	30	20.00	600.00
	Guard Rail, Type [illegible]		[illegible]	75	12.00	900.00
	Guard Rail Type 2		Lin Ft	100	25.00	2500.00
	Guard Rail Anchors, Type 1		Each	2	300.00	600.00

734-1736 (8-81)

SUMMARY--BID SCHEDULE--COST ESTIMATE

OREGON STATE **HIGHWAY DIVISION**

Section Cove Creek (Winona Rd) Bridge	County	Sheet 2	of 2
Kind of Work —	Length	Date	Name

No.	Item	Code	Unit	Quant.	Unit Cost	Total
	Guard Rail Anchors, Type 2		Each	2	325.00	650.00
	Rail End Pieces, Type 2		Each	2	65.00	130.00
	Rail End Pieces, Type C		Each	2	85.00	170.00
	Extra for Asphalt Approaches		Each	6	125.00	750.00
	Rock Gabions		Cu Yd	60	90.00	5400.00
	Loose Riprap, Class 100		Cu Yd	315	15.00	4725.00
	Single Willow Sprout		Each	2	100.00	200.00
	Delineator, Type 2		Each	10	20.00	200.00
	STRUCTURE					
	Bridge Removal Work		All	All	—	2500 –
	Shoring, Cribbing, Etc.		All	All	—	2500 –
	Structure Excavation		Cu Yd	235 ~~284~~	15 –	3525 – ~~4260~~
	Structure Excavation Below Elevations Shown		Cu Yd	30	20 –	600 –
	Special Wall Backfill		Cu. Yd	122 ~~140~~	20 –	2440 – ~~2800~~
	Structural Concrete, Class 3300		All	All	—	26,700 ~~24,000~~ –
	4' x 20/25' Prestressed Slabs		Each	8	1400 –	11,200 –
	Reinforcement		All	All	—	6650 – ~~6705~~
	Metal Rail with Tubing		Lin Ft.	63 ~~62.5~~	50 – ~~43~~	3150.00 ~~2687.50~~

734-1736 (8-81)

r11

U. S. DEPARTMENT OF TRANSPORT[illegible]ON
FEDERAL HIGHWAY ADMINISTR[illegible]ION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BRS-A335(3)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Josephine

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10187

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
APR 27 '83
REFER TO
Potter
FOR

7. DATE AUTHORIZATION EFFECTIVE 4/20/83

8. FEDERAL ROUTE NUMBER Secondary A335

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:
Cove Creek (Winona Road) Bridge

11. GENERAL DESCRIPTION OF WORK
One structure

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested in Mr. Swan's letter of 4/18/83 you are now authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project at a total estimated cost of $153,000 Federal Funds $122,400 in accordance with the approved Certification Acceptance Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards are lower than the minimum design as approved, this office should be notified of such proposed exceptions and reasons thereof.

I accept the certification of Mr. Rod Henry dated 4/12/83 that provisions of FHPM 7-5-1 have been complied with.

14. DATE 4/20/83

15. SIGNATURE OF APPROVING OFFICIAL G. K.

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-73) PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

DATE: April 14, 1983

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM:

D. E. Swan, P.E.
Project Unit Engineer

SUBJECT: Project Data Submission
Item No. 10187
Project No. BRS-A335(3)
Cove Creek (Winona Road) Bridge Section
Josephine County

Attached support data consists of PR-1 form and project map for the subject project.

It is the Oregon State Highway Division's present intention to receive bids for this project on May 12, 1983.

JLG:lb

Att.

cc Jim Gix
Ken Husby w/att.
General Files

Form 734-3122

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FORM PR-1
(REV. 4-61)

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

O.

4-14-83

PROJECT LOCATION (45 typewriter spaces) Co. Rd., Approx. 7 mi. NE of Grants Pass	ADT	PRESENT 400 DHV 50	FUTURE ---	YEAR --	REGION 10	STATE NAME Oregon	STATE CODE 41	APPN CODE 114	ITEM NO. 10187

OPOSED WORK (35 typewriter ridge	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S) BRS-	NUMBER A335	SEQ. NO. (3)	I. Projects Only POST MI.	DESIG.

L FUNDS
e Replacement (Optional 20%)

REA

COUNTY NAME Josephine				CODE 033	PROGRAM STAGE ☐ 1 OR ☐ 2
ROUTE NO. S	FEDERAL-AID A335	STATE Co. Rd.	U.S. ---		

WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS (80%)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE								
ROW								
CONST (CODE) X080		"Cove Cr. (Winona Rd.) Bridge Section"	0.360	153,100	122,480	---	30,620	
ARED BY JLG		PROJECT TOTALS	0.360	153,100	122,480	---	30,620	

RAM APPROVAL DATES
7-28-81
9-25-81

REMARKS Additional Data: Item No. 10187;
Project Nos. BRS-A335(1) and (2)

931

-Over_

Budget Bureau No. 41-R2067; Approval E

U.S. DEPARTM
BUREAU

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O. 4-14-83

CARD 2
REPORT NUMBER (19) (20)
PROJECT LOCATION (45 typewriter spaces) 21 Co. Rd., Approx. 7 mi. NE of Grants Pass 65
ADT PRESENT 400 DHV 50
FUTURE --- (66) (70) YEAR -- (71) (72)
REGION 10
STATE NAME Oregon
STATE CODE 41

CARD 3
CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 One Bridge 62
NATL. FOREST (63) (65)
FH ROUTE NO. (66) (68)
SUPV AGCY (69)
DA CLASSIF. (70)
DA AREA (71)
ENERG. YR. (72) (73)
PL. AUTH YR (74) (75)
PROJECT NUMBER: PREFIX LETTER(S) 14 BRS- 28 | NUMBER 7 A335 | SEQ. NO. (3)

CARD 4
CLASS OF FEDERAL FUNDS Bridge Replacement (Optional 20%)
NAME OF URBAN AREA ---
17-31
COUNTY NAME Josephine
CODE 033 (14) (16)
ROUTE NO. S
FEDERAL-AID A335 (32)
STATE Co. Rd. (56) (57)
U.S. --- (41)

ESTIMATED PROJECT COST BY PHASES

CARD	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS (80%)	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16)	41	42	43 46	55		(54) (58)	(60) (66)	(67) (76)		
5					PE							
5					ROW							
5					CONST (CODE) X080		"Cove Cr. (Winona Rd.) Bridge Section"	0.360	153,100	122,480	---	30,620
							PROJECT TOTALS	0.360	153,100	122,480	---	30,620
									(18) (23)	(24) (33)		

CARD 1 | CODE 1 | PREPARED BY JLG
1 | 14 | PROGRAM APPROVAL DATES 7-28-81 9-25-81

REMARKS Additional Data: Item No. 1018
Project Nos.

5171931

USCOMM

Project Data: The project consists of: (1) remove existing structure 33C31; (2) construct on improved alignment a prestressed concrete slab span bridge (No. 16595) 23 feet long with horizontal clearance of 31.5 feet; (3) construct approach roadways as required; (4) install guardrail as directed; (5) adjust utilities as necessary; and (6) incidental work common to this type of construction.

Maintenance and Accommodation of Utilities: A State-County agreement No. 7483 complying with Section 116, Title 23 USC and paragraph 6d(1) of PPM 30-4.1 (FHPM 6-6-4-3) respectively, was executed May 4, 1981.

Note:

(1) Project is in Congressional District No. 4.
(2) Existing structure has a sufficiency rating of 2.0.
(3) Included in FY 1982 AP in Six-Year HIP on page 72.

rll 9636

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BRS-A335(1)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Josephine

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10187

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 3/28/83

8. FEDERAL ROUTE NUMBER Secondary A335

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:
Cove Creek (Winoma Road) Bridge Section

11. GENERAL DESCRIPTION OF WORK
Utility Adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Utility Adjustment

13. REMARKS

As requested by Mr. Swan's letter of 3/3/83 you are now authorized to proceed with the actual adjustments of Pacific Power and Light Company's aerila power line relocation. Reimbursement on an actual cost basis estimated to be $3,000 Federal Funds $2,400 is approved.

I approve the Agreement with Pacific Power and Light Company.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal aid Program Manual.

RECEIVED
STATE HWY ENGR
APR 4 '83
REFER TO Potter
FOR
Info	Inves	R/D	D/R	Sign	Act	File

Orig to 4/4

14. DATE 3/28/83

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

r11 1034

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BRS-A335(1)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Josephine

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10187

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 3/28/83

8. FEDERAL ROUTE NUMBER Secondary A335

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:
Cove Creek (Winoma Road) Bridge Section

11. GENERAL DESCRIPTION OF WORK
Program change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program change

13. REMARKS

As requested by Mr. Swan's letter of 3/7/83 I approve the program change adding "Actual Adjustment of Utilities" to the character of proposed work.

RECEIVED
STATE HWY ENGR
APR 4 '83
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig to 4/4

14. DATE 3/28/83

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hassner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-70) PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: March 7, 1983

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: D. E. Swan
Acting Program Section Manager

Subject: Program Change
Project No. BRS-A335(1)
Cove Creek (Winoma Rd.) Bridge Sec.
Josephine County

I request your approval of a program change on the subject project to include in the character of Proposed Work "Adjustment of Utilities" consisting of work by Pacific Power & Light Company at an estimated total cost of $3,000 with Federal funds of $2,400.

Authorization to proceed with actual utility adjustments is being requested under separate action.

CL/blm
cc: Jack Cartwright
General Files

OREGON STATE HIGHWAY DIVISION
120 DOT Building
Salem, Oregon 97310

96

Highway # 517

Attention: Right-of-Way Section

Subject: Federal Aid Project No. BRS-A335(2) Prefix 517-2517

Project Name Cove Creek Bridge, Winona Creek Road

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completed within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☒ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidential charges related to the transfer of property will be paid by the county in accordance with said Act.

☒ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Grants Pass, Oregon, this 4th day of March, 1983.

Certified By:

Regional Right-of-Way Supervisor
Date 3/7/83
Instructions: Complete A or B and C
R/W File No.

County of Josephine
BOARD OF COUNTY COMMISSIONERS

XXXXXXXJudge/Chairman

Commissioner

Commissioner

- 104

March 3, 1983

RECEIVED
TECHNICAL SERVICES
MAR 3 '83
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

HUNTER

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

FROM: D. E. Swan D Swan
Acting Program Section Manager

SUBJECT: Aerial Power Line Relocation
Pacific Power & Light Company
Cove Creek (Winona Rd.) Bridge Section
Winona Road (FAS A-335)
Josephine County
P.E. Project No. BRS-A-335(1)

Here is a copy of an estimate of cost to adjust Pacific Power and Light Company aerial power line facilities dated January 13, 1983, and a sketch showing their proposed relocation.

A certification prepared by John Christopherson as to Pacific Power and Light Company's rights in the land occupied by their facilities is in our files.

The conflict was anticipated. Pacific Power and Light Company was advised verbally by the County of the conflict as soon as it was known. The relocation agreement will, therefore, consist of verbal notification of conflict, the estimate and sketch submitted herewith and our letter authorizing them to proceed with the work.

An appropriate permit for the utility's proposed relocation will be issued as required by the County.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4, as the relocation involves a segment of facilities less than one mile in length of the project by the facilities.

There will be no betterment derived from the proposed adjustment of the Company's facilities.

Your approval of the actual cost agreement, as evidenced above, and authorization to proceed with the work under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $2,872.

JMC/DES/llr
Enclosure
cc: E. S. Hunter
Jack M. Cartwright
J. E. Christopherson

1636

8

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BRS-A335(2)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Josephine

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10187

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 1/31/83

8. FEDERAL ROUTE NUMBER Secondary A335

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:
Cove Creek (Winowa Road) Bridge Section

11. GENERAL DESCRIPTION OF WORK
Right of Way

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☒ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Swan's letter of 1/25/83 you are authorized to proceed with the acquisition of file No. 52562-C as shown on R/W map 1R-4-782 at a TEC of $1,000 Federal Funds $800.

Federal participation is limited to that right of way actually incorporated in the final location of the subject project.

RECEIVED
STATE HWY ENGR
FEB 8 '83
REFER TO Swan
FOR

Info	Inves	R/D	D/R	Sign	Act	File

orig to 2/8

14. DATE 1/31/83

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hoessner

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9636

8

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: January 25, 1983

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: D.E. Swan, P.E.
Acting Program Section Manager

Subject: Project No. BRS-A335(2)
Cove Creek (Winowa Rd.) Bridge Sec.
Josephine County

I request authorization to proceed with the actual acquisition of file 52562-C which is included in the subject project. The property to be acquired consists of a permanent channel change easement as outlined in red on the enclosed sketch map.

The enclosed copy of Mr. Aman's memo of January 19, 1983 indicates the estimated cost of the property is $1,000 and does not involve relocation assistance.

Authorization to proceed as requested will involve a change in financing as follows:

	Total Cost	Federal Funds
Present Project Agreement	$ 3,000.00	$ 2,400.00
Additional Parcel	1,000.00	800.00
TOTAL	$ 4,000.00	$ 3,200.00

CL:bks
Enc.
cc: Dan Aman
General Files

Form 734-3122

9636 1-19-83

INDEX OF SHEETS

SHEET NO.	DESCRIPTION
1	Title Sheet
2	Typical Sections & Summary
2A	Stage Construction, Temporary Protection And Direction Of Traffic
3	Plan & Profile

STATE OF

DEPARTMENT OF T

STATE HIGHW

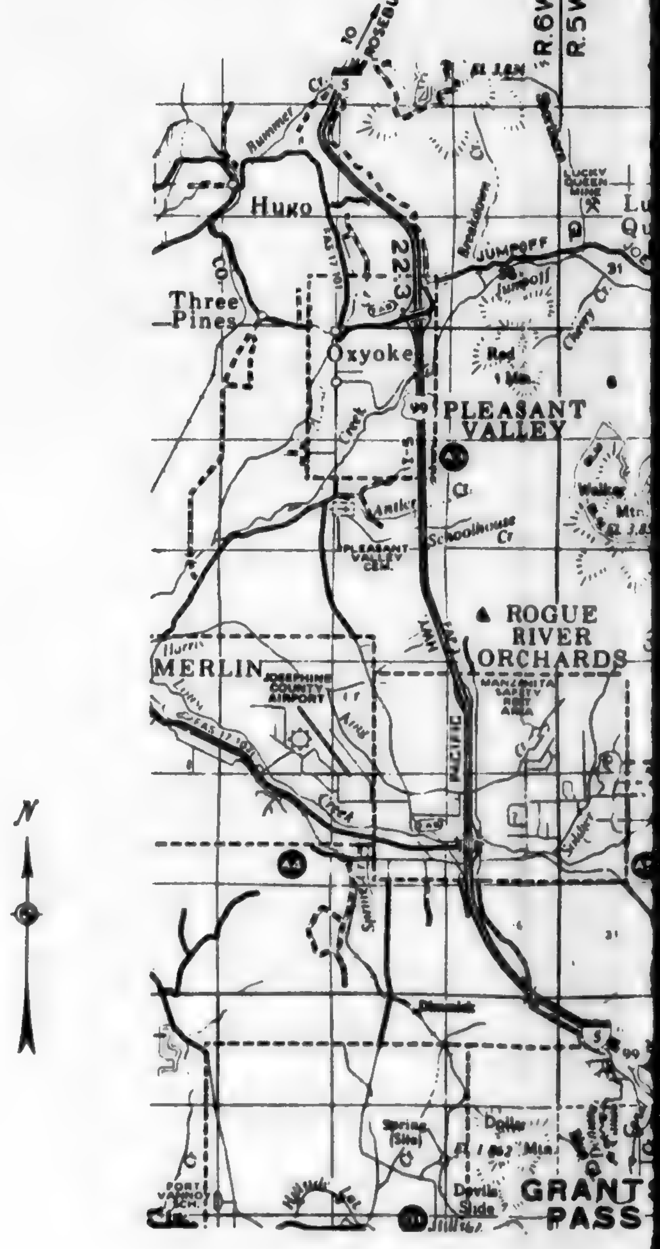
PLANS FOR PROP

COVE CREEK (WINON

FAS A335 (W

JOSEPHINE

PRELIMINARY COPY
SUBJECT TO CHANGE



N
R.6W
R.5W
TO ROSEBURG
Hugo
Three Pines
Oxyoke
Jumpoff
LUCKY QUEEN MINE
PLEASANT VALLEY
Schoolhouse Cr.
PLEASANT VALLEY CEM.
Walker Mtn.
ROGUE RIVER ORCHARDS
MERLIN
JOSEPHINE COUNTY AIRPORT
MANZANITA SAFETY REST AREA
PACIFIC
Spring (Site)
Dollar Mtn.
Devils Slide
PORT VANNOY SCH.
GRANTS PASS

Sketch
Scale 0 1

TE OF OREGON

T OF TRANSPORTATION

HIGHWAY DIVISION

S FOR PROPOSED PROJECT

PRELIMINARY COPY
JAN 10 1983
SUBJECT TO CHANGE
FINAL DESIGN UNIT

AS REVISED

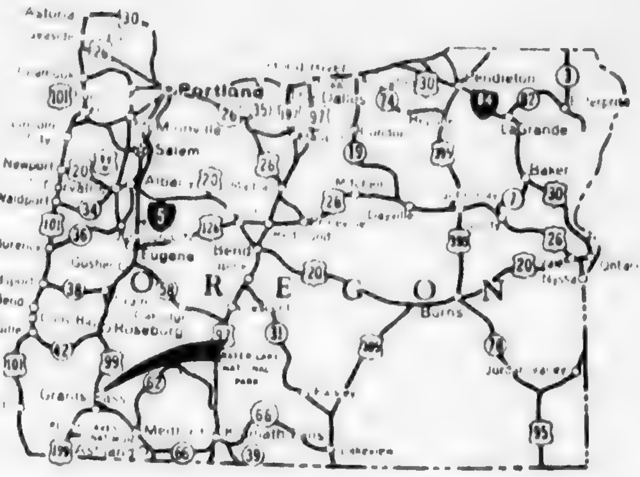
COVE CREEK (WINONA RD.) BRIDGE SEC. FAS A335 (WINONA RD.) JOSEPHINE COUNTY				SHEET No 1
FED ROAD Div No	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

HBR-C

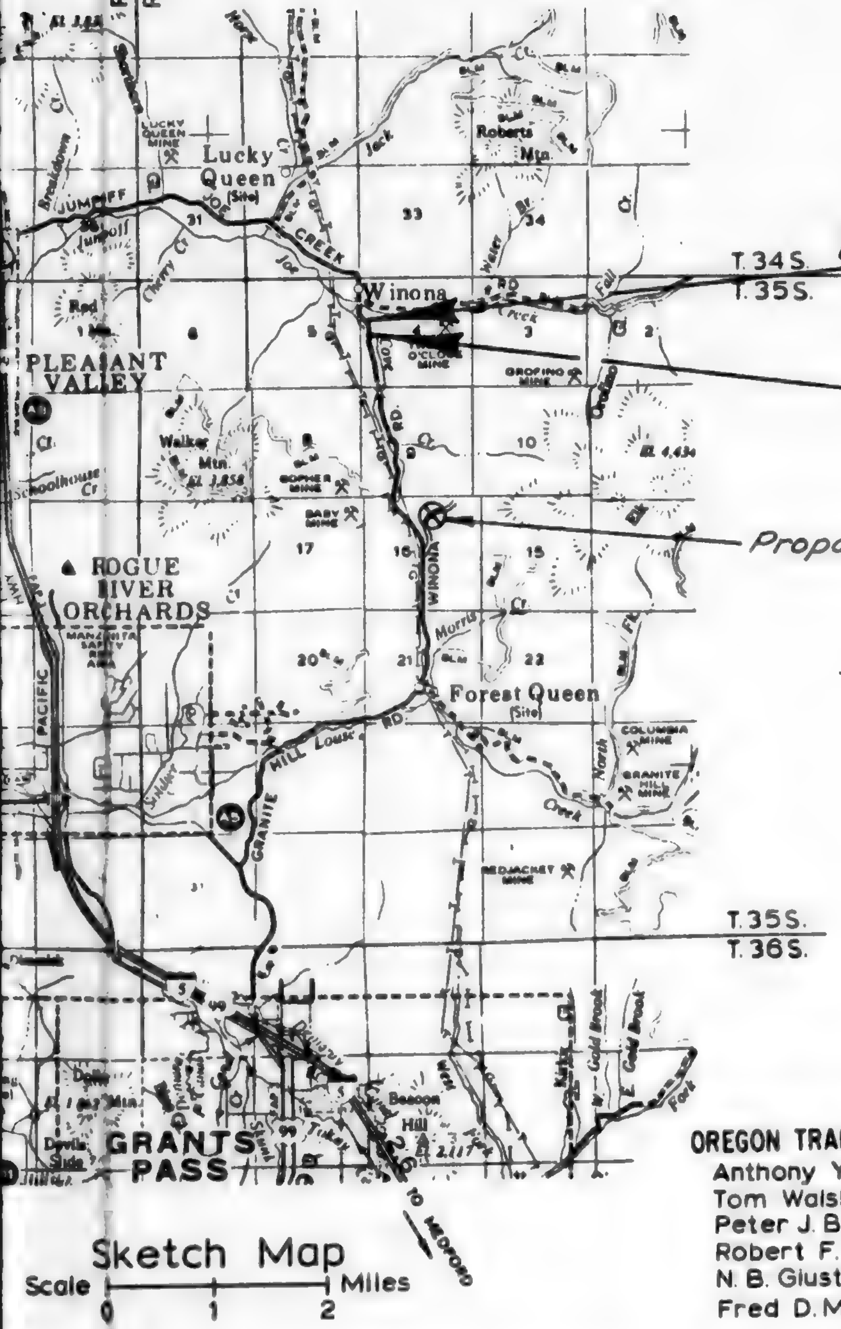
VINONA RD.) BRIDGE SEC.

A335 (WINONA RD.)

JOSEPHINE COUNTY



Astoria
Portland
Salem
Newport
Eugene
Bend
Pendleton
La Grande
Baker
Burns
Ontario
North Bend
Coquille
Roseburg
Grants Pass
Medford
Gold Beach
O R E G O N



R.6W
R.5W
Lucky Queen Mine
Lucky Queen (Site)
Roberts Mtn.
Jumpoff
Joe Creek
Jack
Cherry Cr
Winona
O'Clock Mine
Grofino Mine
PLEASANT VALLEY
Walker Mtn.
Gopher Mine
Baby Mine
Schoolhouse Cr
ROGUE RIVER ORCHARDS
Manzanita Safety Rest Area
Winona Rd.
Morris Cr.
Forest Queen (Site)
Columbia Mine
Granite Hill Mine
Granite Hill Rd.
Louse
North Creek
Redjacket Mine
Pacific Hwy
T.34S.
T.35S.
T.35S.
T.36S.
Beacon Hill
Gold Brook
Fork
GRANTS PASS
Devils Slide
TO MEDFORD
Scale
0
1
2
Miles

Sketch Map

BEGINNING OF PROJECT
Sta. 0+50

END OF PROJECT
Sta. 19+50

Proposed Borrow Area

APPROVED January 19 1983
BOARD OF COMMISSIONERS OF .... COUNTY
BY .... COMMISSIONER
.... COMMISSIONER
.... COMMISSIONER
.... COMMISSIONER

H. S. COULTER
EDGAR S. HUNTER
MAY 13, 1960

H. S. Coulter	STATE HIGHWAY ENGINEER
E S Hunter	ASSISTANT STATE HIGHWAY ENGINEER

OREGON TRANSPORTATION COMMISSION

Anthony Yturri	CHAIRMAN
Tom Walsh	VICE CHAIRMAN
Peter J. Brix	COMMISSIONER
Robert F. Dwyer	COMMISSIONER
N. B. Giustina	COMMISSIONER
Fred D. Miller	DIRECTOR OF TRANSPORTATION

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
APPROVED
FIELD OPERATIONS ENGINEER .... DATE

91-[illegible]

JOSEPHINE COUNTY PUBLIC WORKS

JOSEPHINE COUNTY PUBLIC WORKS 201 RIVER HEIGHTS WAY, GRANTS PASS, OR 97526
(503) 474-5460
474-5470

December 9, 1982

Mr. Jack Ayres
Federal Aid Engineer
Oregon State Highway Division
1523 S. E. Cobb Street
Roseburg, Oregon 97470

Re: PRO 6
Cove Creek Bridge
Winona Road
Josephine County

Dear Sir:

This will confirm Josephine County Road Department policy of not using road salt in the maintenance of the Josephine County maintained road system.

Salt is not used as part of winter snow and ice removal program. Therefore, bridges may be designed accordingly.

This statement is applicable to the entire Josephine County road maintenance system but limited to Josephine County maintained roads as the author is not aware of Oregon State Highway or Federal Highway Administration policies on the use of salt for winter maintenance on roads under their jurisdiction.

Sincerely,

W D Owen

W. D. Owen, Supervisor
Engineering Division

WDO:mf

cc: Ken Husby
Walt Hart
Wm. Maude

PROGRAM MANAGEMENT SECTION
DHM ☒ [✓ DES ☐]
SHM ☐ MJK ☐ DNH ☐
DEC 15 1982

REFERRED TO
FOR
FILE: PM FA LG.

[illegible]

STATE OF OREGON
HIGHWAY DIVISION - LOCATION UNIT

INTEROFFICE MEMO
LOC 17
517-1931

TO: D. H. Moehring
Program Management Engineer

DATE: October 21, 1982

FROM: Frank E. Terpin
Location Engineer F.E.T.

SUBJECT: Cove Creek (Orofino) Bridge
Winona County Road
Josephine County
Prefix 517-1931

The authorized funding is not sufficient to complete the preliminary engineering for the subject project.

Our estimate indicates an additional funding amount of $11,950 will be required to complete work through P.S.E. - Doc. for a total of $28,350. Of this total amount, $5,000 is free bridge design funds and not subject to matching funds by the local government.

Please notify the local official(s) that additional funding is required and inform this office if this increase either has or does not have their concurrence.

The attached functional breakdown of funding is for your reference.

FET/PL:ja

Attachment

cc Region 3 Engineer w/attachment
File
cy to Jack Ayres

81-125-1307

Contains Recycled Materials

PRELIMINARY ENGINEERING

Major Class 19
(also 07, 08, 09)

	Engineering	AUTHORIZATION APPROVED BY FHWA			TOTAL AUTHORIZATION REQUESTED		
901	Resident Engineer		4	000		7	500
902	Citizens involvement						
903	Payment to local government						
904	Consultant fees						
905	Final Design		2	000		4	500
927 ~~906~~	Bridge Design		4	000		5	000
907	Preliminary design						
908	Field testing section (construction)						
909	Right of way descriptions		1	000		2	300
910	Soils and geology			500			750
911	Signing (traffic department)			200			200
912	Landscape department						
913	Right of way - liaison & relocation						50
914	Utility liaison			200			200
915	Audits by Accounting Section						
916	Photogrammetry						
917	Inventory needs						
918	Reconnaissance and hydrology		1	000		1	750
919	Engineering graphics						
920	Project management			200			200
921	Specifications		1	500		2	500
922	Administrative Services - engineering			100			100
923	Environmental Section			200			200
924	Department of Transportation						
925	Air monitoring						
926	Foundation investigation		1	500		3	100
950	Training courses, conferences & seminars						
955	Employee relocation assistance program						
960	Personal leave						
975	Historical sites inventory						
980	Public hearing charges						
985	EEO monitoring expense						
986	"Non-State" employees travel						
		$	16	400	$	28	350

Section: COVE CREEK (OROFINO) BRIDGE

Highway: WINONA COUNTY RD

County: JOSEPHINE

Prefix: 517-1931

ROGRAM MANAGEMENT SECTION
DHM ☐ DES S
SHM ☐ MJK ☐ DNH ☐
OCT 21 1982
REFERRED TO
FOR
FILE: PM FA LG.

9636

JOSEPHINE COUNTY PUBLIC WORKS
JOSEPHINE COUNTY PUBLIC WORKS 201 RIVER HEIGHTS WAY, GRANTS PASS, OR. 97526
(503) 474-5460
474-5470

October 15, 1982

Mr. Jack Ayres
Regional Federal-Aid Engineer
Oregon State Highway Division
P. O. Box 1128
Roseburg, Oregon 97470

Re: PRO 6
Cove Creek Bridge
Winona Road
Josephine County
BRS- A335(1)

Dear Sir:

This will acknowledge Josephine County's participation in share of cost for Cove Creek Bridge to be scheduled in fiscal years 1982-83 and 1983-84 as approved by Oregon Department of Transportation's memo dated October 1, 1982.

Please consider this as approval to proceed with the project as approved by the Board of County Commissioners in a Josephine County Public Work's staff meeting October 12, 1982.

Sincerely,

WD Owen

W. D. Owen, Supervisor
Engineering Division

WDO:mf

cc: Board of County Commissioners
cc: OH Moehring ✓
Walt Hart
Frank Terpin
Lyle Watson

ROSEBURG REGION
RECEIVED
OCT 20 1982

[✓ RE]	RME	[✓ RCE]	ROE	TE
RUE	DES	RSR	RPR	RLE
GEO.	[illegible]	RBI	ATE	AA

7636

FAS 335

STATE OF OREGON

INTERROFFICE MEMO

HIGHWAY DIVISION - LOCATION UNIT

PRO 6

TO: FILE

DATE: October 13, 1982

George C. Wills

FROM: George C. Wills
Field Location Engineer

SUBJECT: Cove Creek Bridge
Winona Road FAS 335
Josephine County

My memo of September 2, 1982 indicated that the County was reviewing their position regarding the subject project and that engineering should be stopped until the problems were resolved.

The County has made a request by letter of September 29, 1982 for a special funding arrangement which has been approved; therefore, engineering should be resumed to complete the project.

A structure with less skew, which will require a small channel change, is proposed for the design and will be developed by the Bridge Section, Design and Hydraulics Groups. I have been assured that construction cost savings will be substantially larger than additional P.E. costs to be incurred.

1 Versteeg ✓
Anderson
2 Adams
Olson
Ant 3 Sullivan JWZ
Terpin
4 Thomas
Wehrig

RECEIVED
OCT 1 1982
ROAD DESIGN SECTION

Do Not File
Return
Discuss
Action

GCW:ge

cc ~~J. H. Versteeg w/attachments~~
W. J. Hart
A. E. Shirley
F. E. Terpin
Jack Ayers
Bill Cole
Ken Husby
Dick Lenz
John Scofield
Ted Thompson

REFERRED TO
Board Staudenmeyer
Cole Mann
Erikson Watson
Hager Dorn Leu
Return Discuss [✓ Do] File Due
BY FINAL DESIGN ENGINEER

Stopped? - now consult on new design

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

KEY ID# 153

SECTION
Cove Creek (Orofino) Bridge
Winona County Road FAS A335

REGION 3

SURVEY AUTHORITY

AUTHORIZATION NO. 2
PREFIX 517-1931
DATE 10-11-82

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 7,500	915 AUDITS	$	$	933 SURFACE DESIGN	$	$
902 CITIZEN'S INVOLVEMENT			916 PHOTOGRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION		1,750	935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		
905 FINAL DESIGN		4,500	920 PROGRAM MANAGEMENT		200	937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICATIONS		2,500	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		100	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION		2,300	923 ENVIRONMENTAL SECTION		200	950 TRAINING		
910 REGION GEOLOGIST		750	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		200	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION		3,100	980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON		50	927 FREE BRIDGE DESIGN		5,000			
914 REGION UTILITY LIAISON		200	932 RAILROAD & UTILITIES					

TOTALS	$ 28,350	$ 28,350
PREVIOUS AUTHORIZATION		$ 16,400
ADD. AUTH. REQUIRED		$ 11,950

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER
RS-A335(1) 6-21-82

LOCATION ENGINEER'S REMARKS

REFERRED TO
Watson Mann
Cole Stoudenmeyer
Eriksen King
Beard Bedford Lee
Return Discuss Do File
By FINAL DESIGN ENGINEER

1 Vatteer ✓
ly Anderson
2 Adams
ly Macnab
3 Stoudenmeyer
Terpin
4 Trout
ly Wakerlig
5 Molly

RECEIVED
SEP 29 1983
ROAD DESIGN SECTION

ly to Lyle
Do Not File
Return to
Bring Up
Action

Bring Up

PREPARED BY Phillip V. Lewellyn	DATE 10-11-82	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 10/12/82
RECOMMENDED, REGION ENGINEER X	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE
RECOMMENDED, LOCATION ENGINEER X	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE [redacted] 6/21/82	

734-1914 (7-82)

16-26

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 3
P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE 440-3399

Mr. Wally Owen
Engineering Supervisor
Josephine County
200 NW "D" Street
Grants Pass, OR 97526

October 7, 1982

In Reply Refer to File No.: PRO 6

Dear Wally:

Attached is a copy of the letter of transmittal I sent to Salem with the request, signed by the Board of County Commissioners, for payment of Cove Creek Bridge over two budget years. As you can see from the various notes and stamp, the request has been approved and we are looking at a January bid opening. Also note that a supplemental or amended agreement will not be required. We will ask for $26,700.00 advance deposit in January at the time of bid opening and any remaining balance around mid July.

Cordially,

ALFRED SHIRLEY, JR., P.E.
Region Engineer

ORIGINAL SIGNED BY JACK AYRES

By JACK AYRES
Region Federal Aid Specialist

ja/cp
attach.
cc: D.H. Moehring
W. Hart
Wm. Maude

Form 734-3122

OGRAM MANAGEMENT SECTION
[✓ DHM ☐] DES ☑
SHM ☐ MJK ☐ DNH ☐
OCT 8 1982
REFERRED TO____________________
FOR ________________________
FILE: PM FA LG.

PRO 6

STATE OF OREGON INTEROFFICE MEMO

Highway Division - Region 3 440-3399

TO: D.H. Moehring
Asst. State Highway Engineer

DATE: October 1, 1982
ATTN: Mainor Holmes

FROM: Jack Ayres JA
Region Federal Aid Specialist

SUBJECT: Cove Creek Bridge (Winona Road)
Josephine County

Attached is a letter of request from Josephine County for a proposal to make their advance deposit for the subject bridge replacement over a period of two budget years. If this is acceptable please prepare an addendum or supplemental agreement to satisfy this request.

It appears that this procedure will be the only means that Josephine County will be able to afford this bridge replacement.

Bob—
Walt Hart says we would be able
to contract this job in January 1983.
(presently not scheduled)
If we contract in January and have county
put up $26,[illegible]00 at that time and the
balance on say, July 15, 1983 we should
be O.K. (I dont think the job would be
2/3 finished between Jan. & July.)
I recommend we proceed as requested
by the County. DHMoehring

ja/cp
attach.
cc: Walt Hart
Frank Terpin
Bill Maude

APPROVED BY:
ROBERT N. BOTHMAN
ASSISTANT STATE HIGHWAY ENGINEER

I Agree

JOSEPHINE COUNTY OREGON

Board of Commissioners
MARY E. BENEDETTI
HAROLD L. HAUGEN
WILLIAM F. FORD

Duane Schultz, Legal Counsel

(503) 474-5221

COURTHOUSE GRANTS PASS, OREGON 97526

September 29, 1982

Mr. Jack Ayres
Regional Federal-Aid Engineer
State of Oregon
Department of Transportation
Highway Division
Region 3
P. O. Box 1128
Roseburg, Oregon 97470

Re File No: 52562 A & B
Section: Cove Creek Bridge
Highway: Winona Creek Road
County : Josephine
FAP : BRS-A335 (2)

Dear Sir:

Josephine County has been advised of current estimated project cost for reconstruction of Cove Creek Bridge on Winona County Road being proposed under a contract with the Oregon State Department of Transportation approved by the Oregon Transportation Commission January 27, 1981. The project costs as now estimated in excess of $200,000 will require Josephine County's participation of 20% to be over $40,000 match money as Josephine County's share of the project.

At the time of adopting the 1982-1983 Josephine County Budget the project estimate required $26,700 match money as Josephine County's share. The $13,300 balance which Josephine County now must be prepared to pay at the present estimated project cost is not available in the 1982-1983 budget because of predicted continuing revenue shortfalls; however, the Board of County Commissioners wishes to proceed under the provisions of their agreement with the Department of Transportation if the Board is assured the County will be able to meet it's obligations. Therefore, the Board requests approval of payment of the portion of the County's share now budgeted in this fiscal year in the amount of $26,700 at the time of the project bid opening and the balance to be paid after July 1, 1983, when the project costs are known.

If this arrangement is acceptable to the Department of Transportation please furnish appropriate forms for modifying the agreement and approving the above described payment plan.

Very truly yours,

BOARD OF COUNTY COMMISSIONERS

By Harold L. Haugen
Commissioner

By Mary E. Benedetti
Commissioner

By William F. Ford
Commissioner

WDO:mf

OGRAM MANAGEMENT SECTION
DHM ☐ [✓ DES ☐]
SHM ☐ MJK ☐ DNH ☐
OCT 4 1982
REFERRED TO____________________
FOR ____________________________
FILE: PM FA LG.

76-[illegible]

STATE OF OREGON
HIGHWAY DIVISION - LOCATION UNIT

INTEROFFICE MEMO
DES 23-1
LOC 12-1

TO: FILE

DATE: September 2, 1982

FROM: George C. Wills
Field Location Engineer

SUBJECT: Cove Creek Bridge
Winona Road FAS A335
Josephine County

Discussed this project with Jack Ayres this date. The County has asked that bridge design information be sent to them for review. They are unable to finance the project as presently designed. Their review will determine whether future design work should be undertaken in effort to reduce costs.

Charges should not be made to the subject project prefix until the County directs us to resume design work.

GCW:ge

cc J. H. Versteeg
Walt Hart
A. Shirley
F. E. Terpin
Jack Ayers
Bill Cole
Ken Husby
Dick Lenz
John Scofield
Ted Thompson

ROGRAM MANAGEMENT SECTION
DHM ☐ [✓ DES ☐]
SHM ☐ MJK ☐ DNH ☐
SEP 7 1982
REFERRED TO
FOR
FILE: PM FA LG.

Salem, Oregon 97310

Attention: Right-of-Way Section

Subject: Federal Aid Project No. BRS-A335(2) Prefix 517-2517 (517-1931)

Project Name Cove Creek Bridge, Winona Creek Road

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completed within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☒ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidential charges related to the transfer of property will be paid by the county in accordance with said Act.

☒ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Grants Pass, Oregon, this 30th day of July, 1982.

Certified by:

Regional Right-of-Way Supervisor

Date 8/2/82

Instructions: Complete A or B and C

County of Josephine

BOARD OF COUNTY COMMISSIONERS

HAROLD L. HAUGEN (Absent)

~~xxCountyxxJudge~~/Chairman

Mary E. Benedetti

Commissioner Vice-Chairman

William L. Ford

KEH

PROGRAM MANAGEMENT SECTION
DHM ☐ DES ☐
SHM ☐ MJK ☐ DNH ☐
AUG 3 1982
REFERRED TO
FOR
FILE: PM FA LG.

9634

8

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

6-21-82

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BRS-A335(1)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Josephine

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10187

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 6/21/82

8. FEDERAL ROUTE NUMBER Secondary A335

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:
Cove Creek (Winona Road) Bridge Section

11. GENERAL DESCRIPTION OF WORK
Program change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER (*Specify*) Program change
See below

13. REMARKS

As requested in Mr. Swan's letter of 6/8/82 I approve the revised Preliminary Engineering Costs to a TEC of $28,350 Federal Funds $22,680.

(Increase TEC $11,950 Federal Funds $9,560)

RECEIVED
STATE HWY ENGR
JUN 23 '82
REFER TO
[illegible]
FOR

Info	Inves	R/D	D/R	Sign	Act	File

14. DATE 6/21/82

15. SIGNATURE OF APPROVING OFFICIAL G K Hassner

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

ENGINEERING DIVISION
COURTHOUSE ANNEX
200 N.W. D STREET
PHONE: 476-8881 / EXT. 372

MAINTENANCE OFFICE
201 RIVER HEIGHTS WAY
PHONE 476-8881 / EXT. 411

JOSEPHINE COUNTY DEPARTMENT OF ROADS
GRANTS PASS, OREGON 97526

April 23, 1982

Mr. Jack Ayers
Regional Federal Aid Engineer
Oregon State Highway Division
1523 S. E. Cobb Street
Roseburg, Oregon 97470

Re: Cove Creek Bridge
Winona Road

Dear Sir:

This will confirm that a Josephine County owned shale pit in Section 16, Township 35 South, Range 5 West of the Willamette Meridian, Josephine County, Oregon, East of Winona Road will be available to the successful bidder for construction of Cove Creek Bridge and approaches on Winona Road near Jum-Off-Joe Creek in Josephine County.

The location shown on the enclosed maps is 2.35 miles South of Cove Creek Bridge along Winona Road and .35 miles by dirt road East of Winona Road.

At the present time there is both shale rock excavated for county use of approximately 300 cubic yards which will not be available to the contractor and approximately 300 cubic yards of shaley rock and soil overburden which the contractor may use for Winona Road fill construction at the approaches to the reconstructed Cove Creek Bridge. If additional material is required the contractor will be permitted to excavate from the pit face which is accessible to a crawler tractor with rippers at the North end of the pit. No pit development or restoration would be required.

Sincerely,

W. D. OWEN, SUPERVISOR
ENGINEERING DIVISION

Robert Weber

By: Robert Weber
County Engineer

cc: Lyle Watson
5-3-82

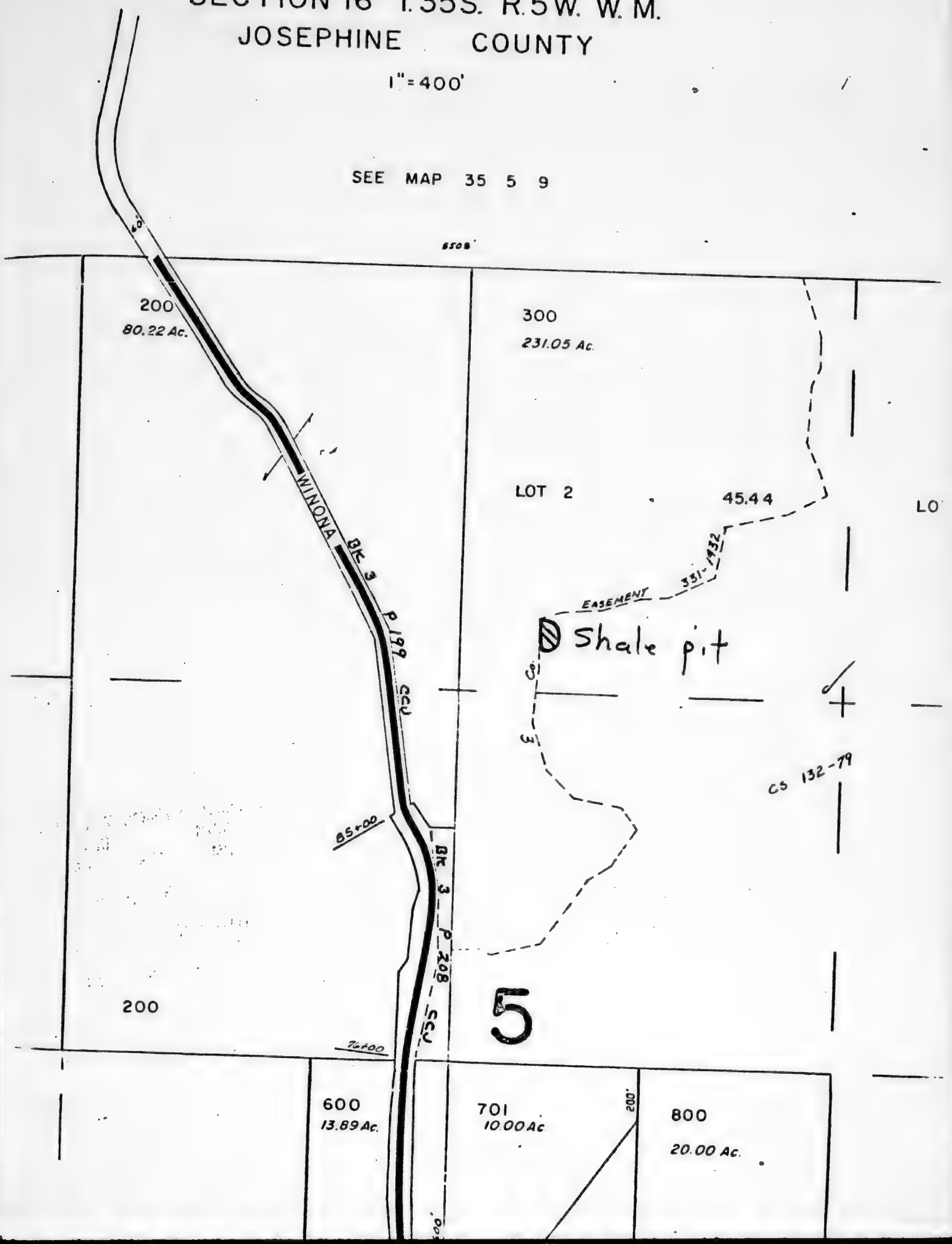
WDO:mf

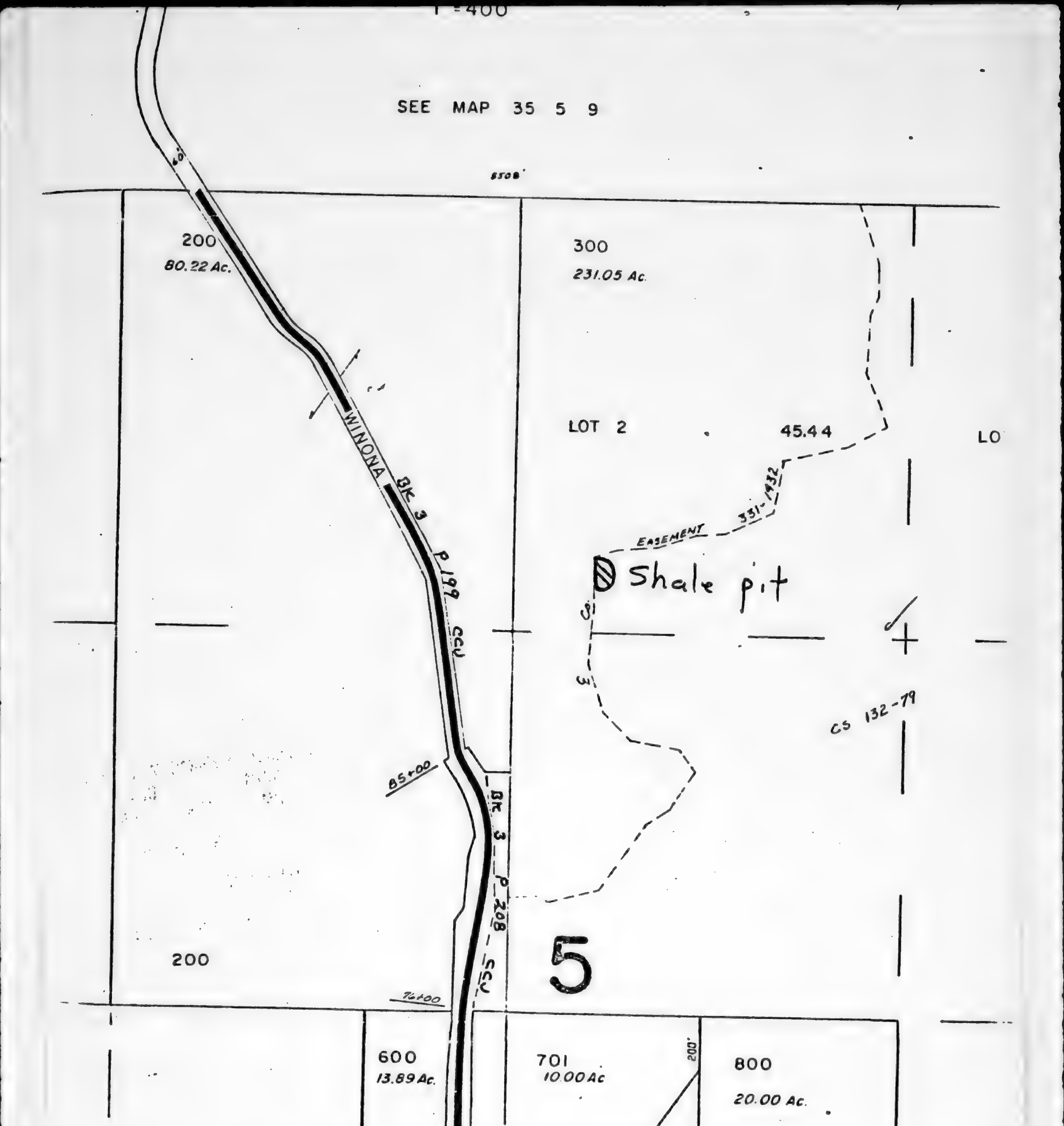
Enclosure - Maps

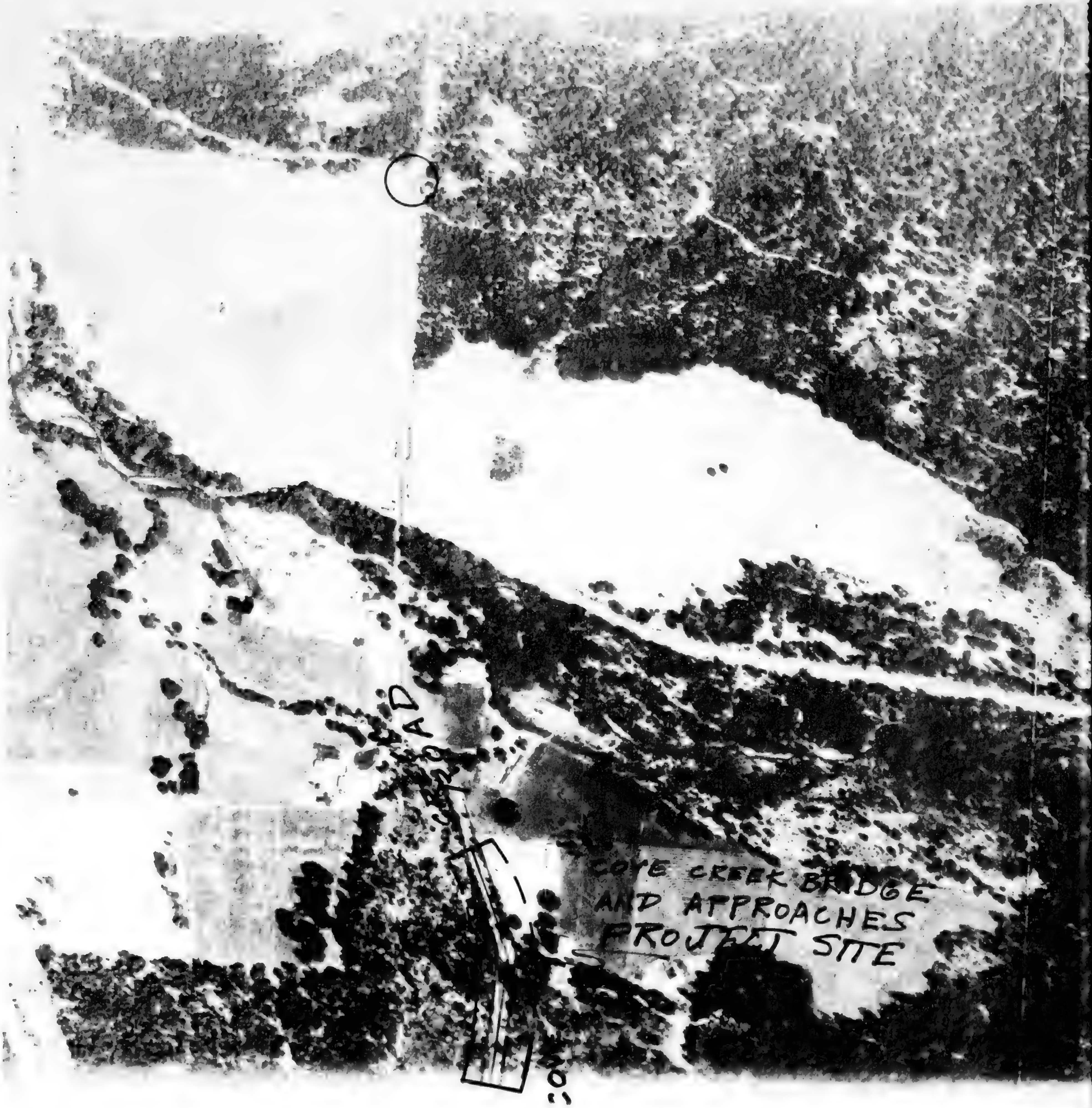
cc: John Beaton

SECTION 16 T.35S. R.5W. W.M.
JOSEPHINE COUNTY

1"=400'


SEE MAP 35 5 9
60'
6508'
200
80.22 Ac.
300
231.05 Ac.
LOT 2
45.44
LO
WINONA
BK 3 P 199 CCJ
EASEMENT 331-1432
Shale pit
60'
3
CS 132-79
85+00
BK 3 P 208 CCJ
200
5
76+00
600
13.89 Ac.
701
10.00 Ac.
200'
800
20.00 Ac.
500'

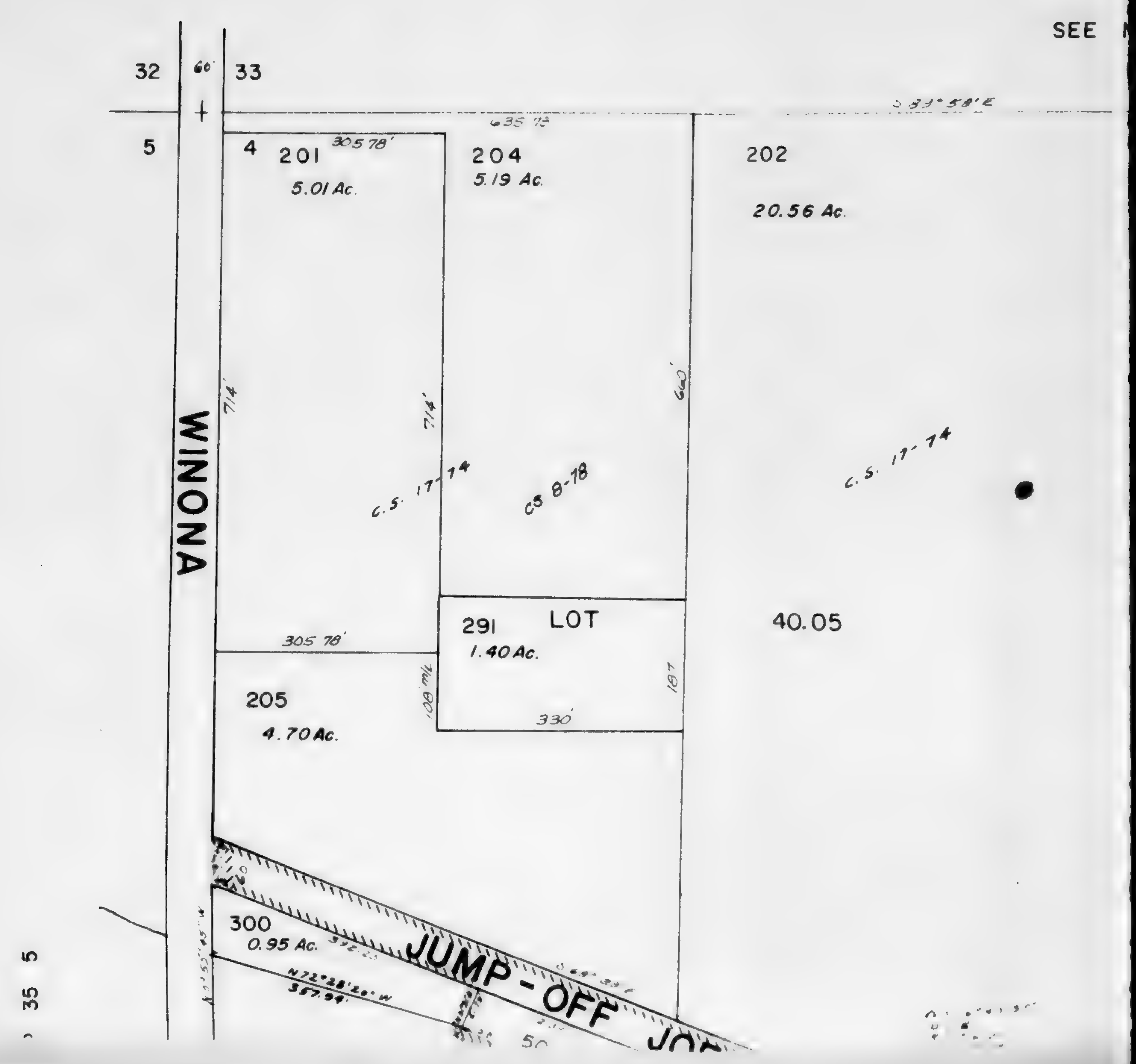

1 =400
SEE MAP 35 5 9
5508'
60'
200
80.22 Ac.
300
231.05 Ac.
LOT 2
45.44
LO
WINONA
BK 3 P 199 CCV
EASEMENT 331-1432
Shale pit
CS 132-79
85+00
BK 3 P 208 CCV
5
200
76+00
600
13.89 Ac.
701
10.00 Ac
200'
800
20.00 Ac.
600'
700
10.00 Ac.
CS 132-79


ROAD
COVE CREEK BRIDGE
AND APPROACHES
PROJECT SITE

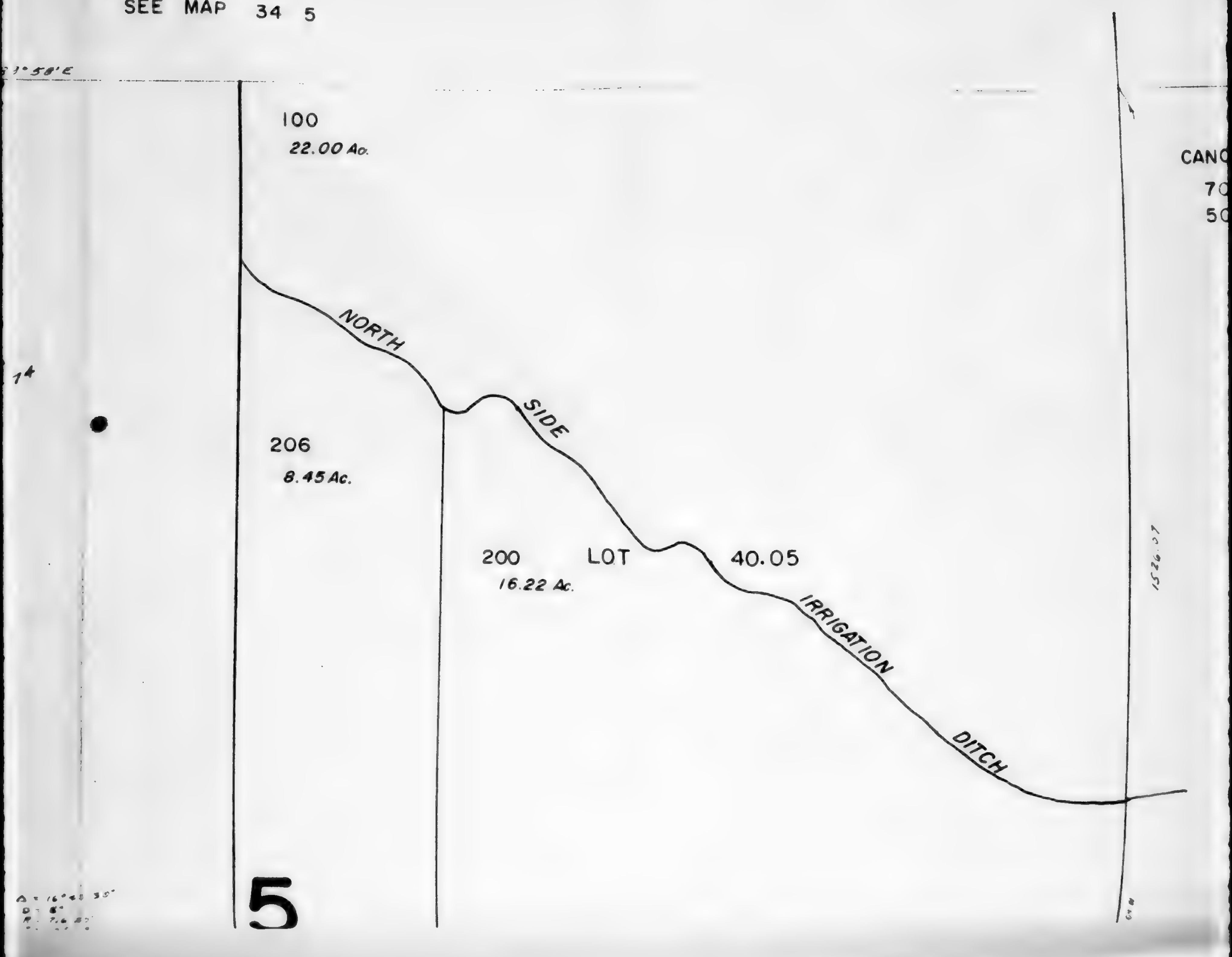
WINONA

BOOK 3

NW1/4 SEC 4 T.35
JOSEPHINE
1"=2

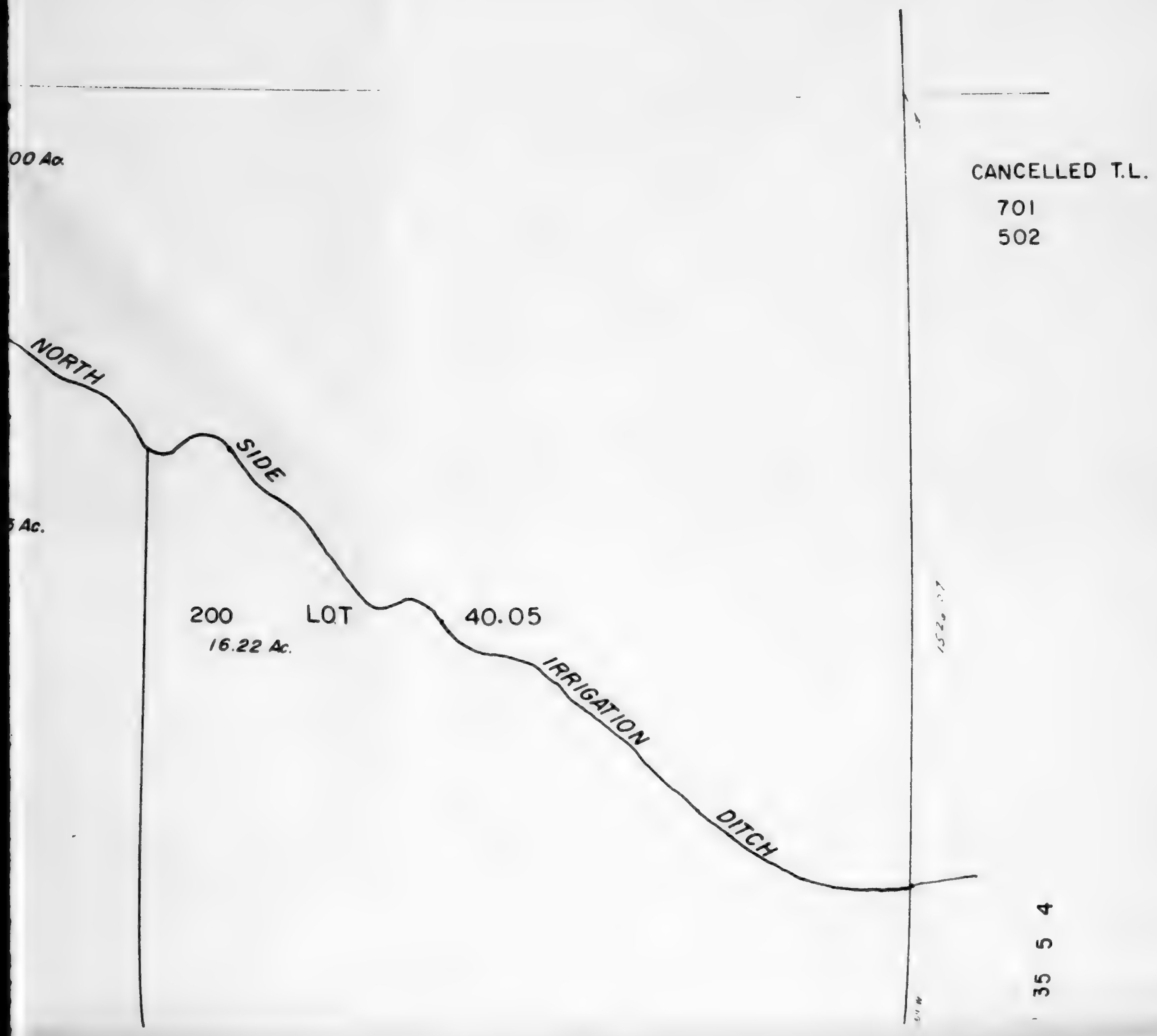

SEE
32
60'
33
5
4
201
305.78'
5.01 Ac.
635.73
S 89°58'E
204
5.19 Ac.
202
20.56 Ac.
WINONA
714'
714'
660'
C.S. 17-74
CS 8-78
C.S. 17-74
291
LOT
1.40 Ac.
40.05
305.78'
205
4.70 Ac.
108 m/l
187'
330'
300
0.95 Ac.
JUMP-OFF JOE
N72°28'20"W
357.94'
35 5
50

SEC 4 T.35S R5W W.M
OSEPHINE COUNTY
1" = 200'

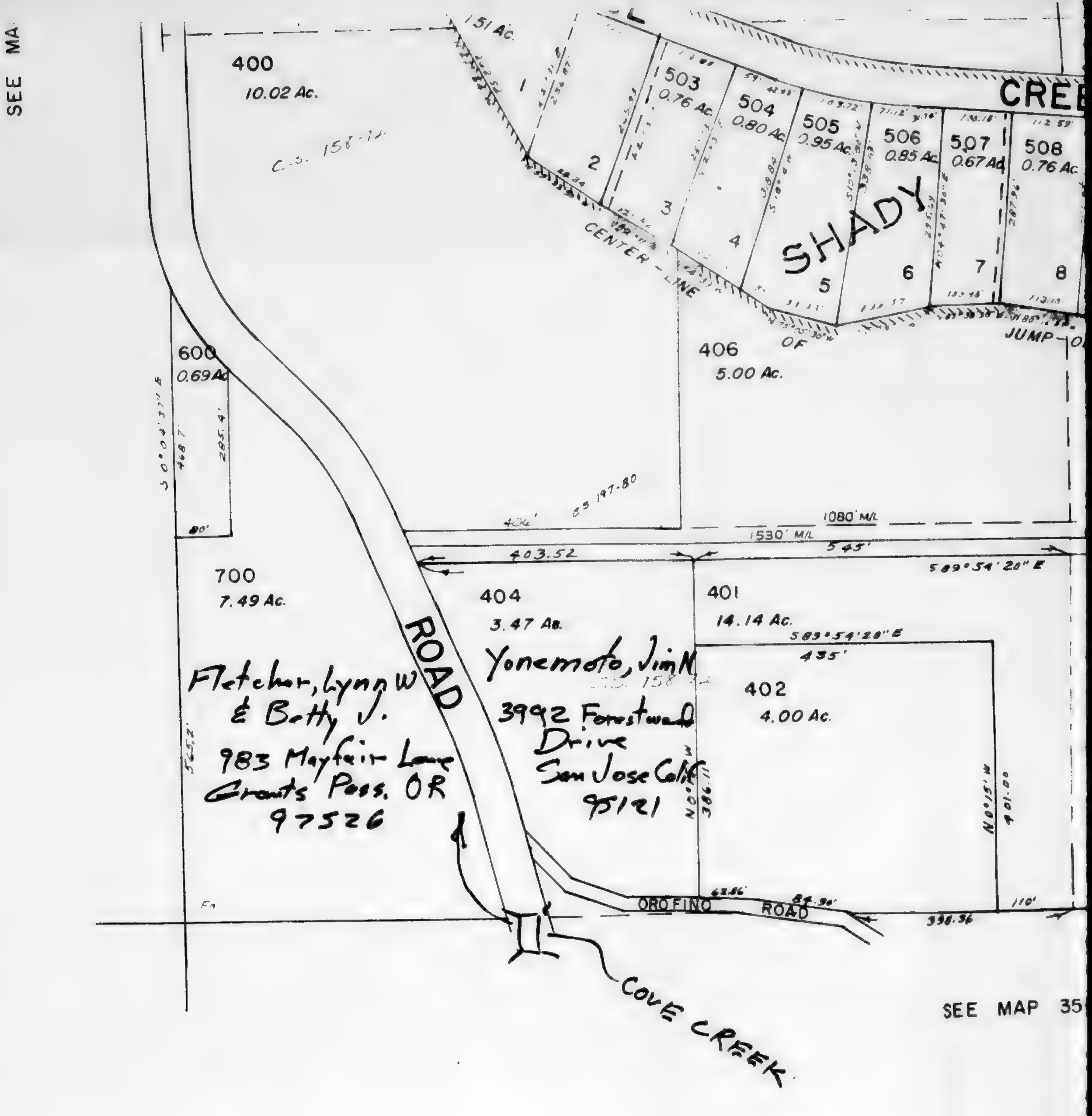

SEE MAP 34 5
35 5
3°58'E
100
22.00 Ac.
CANC
70
50
1⁴
NORTH
SIDE
IRRIGATION
DITCH
206
8.45 Ac.
200
16.22 Ac.
LOT
40.05
1526.07
5
Δ = 16°48' 35"
D = 6°

W W. M
NTY

35 5 4-2

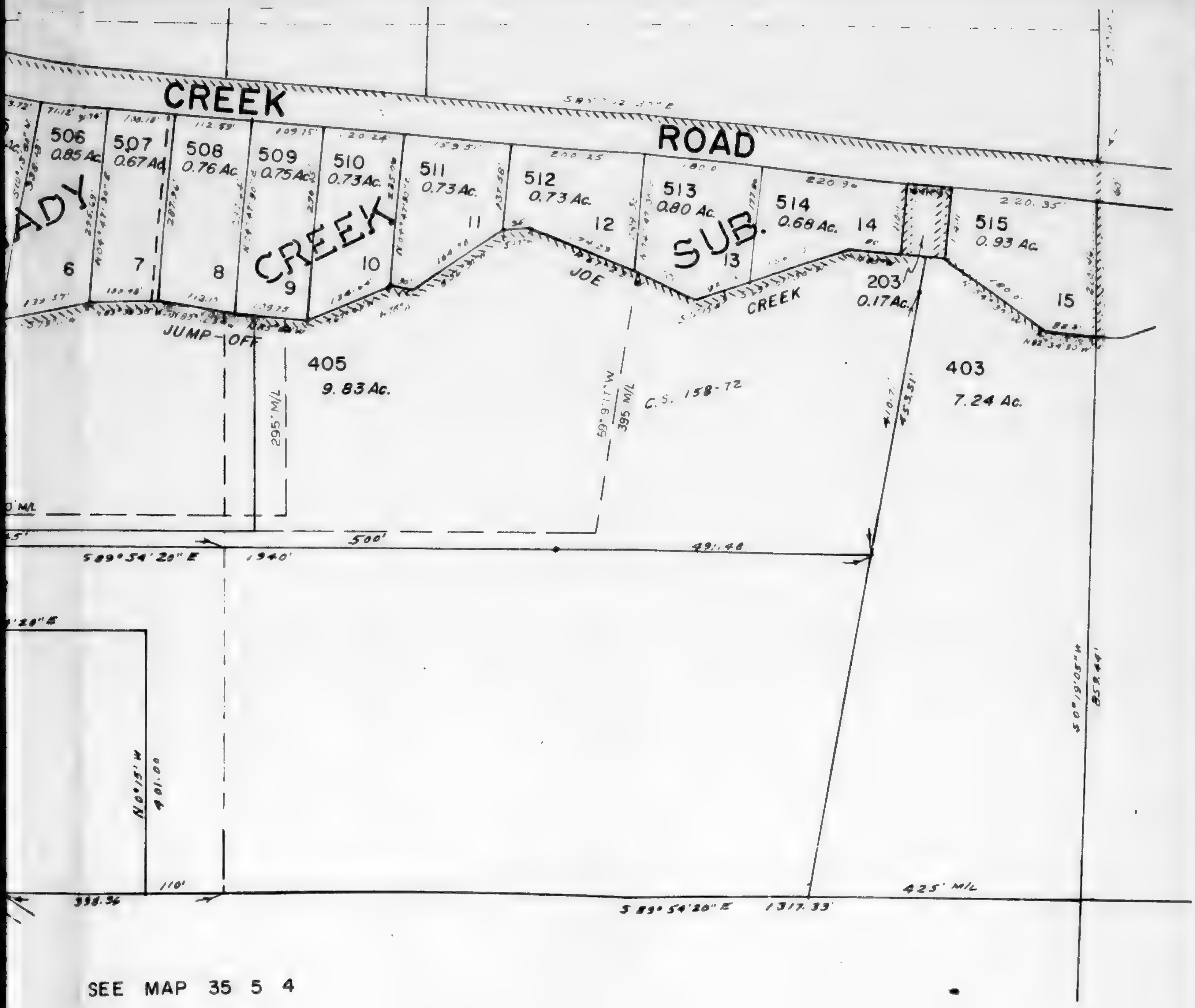


00 Ac.
CANCELLED T.L.
701
502
NORTH
SIDE
5 Ac.
200
LOT
40.05
16.22 Ac.
IRRIGATION
DITCH
35 5 4

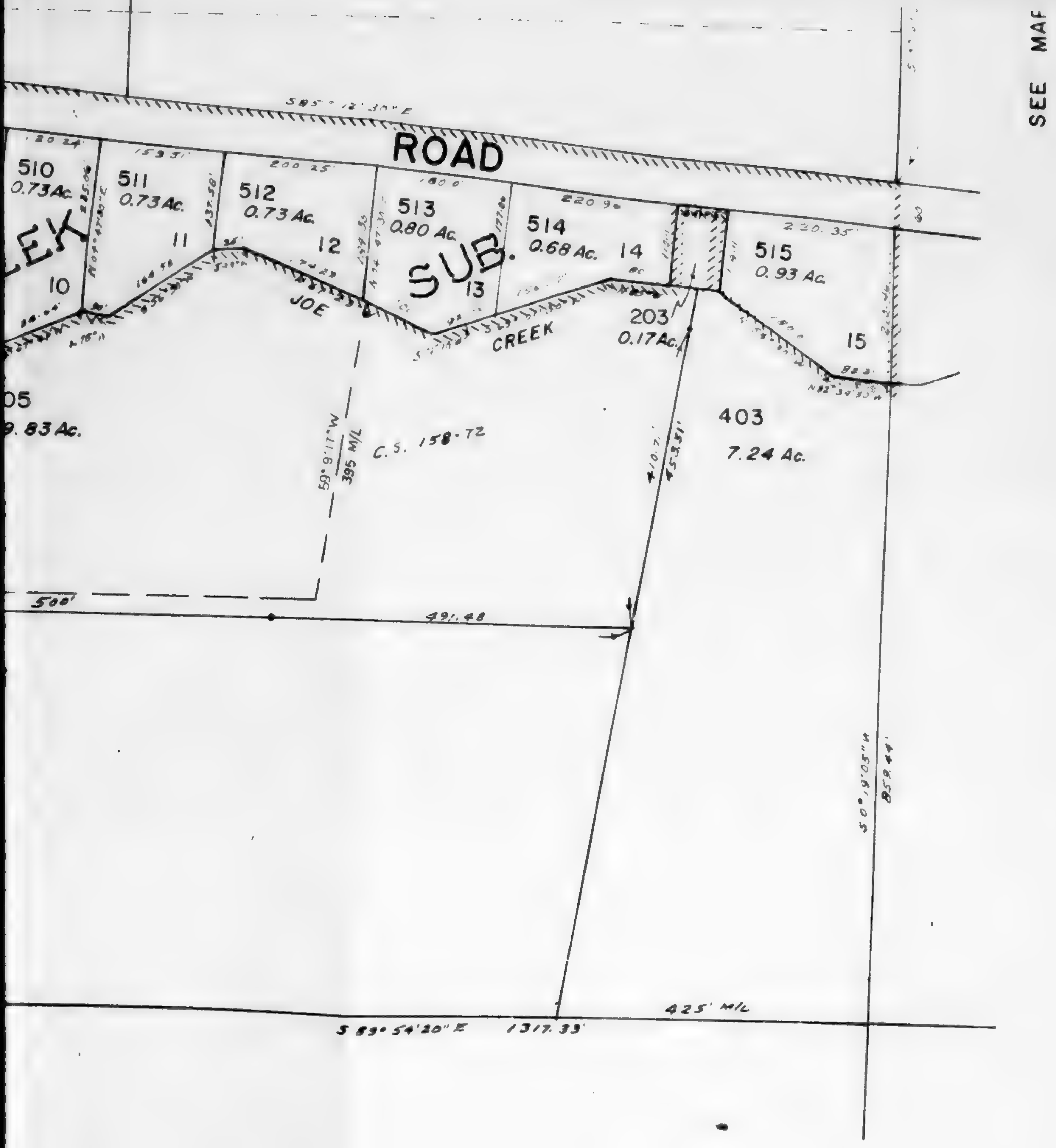

SEE MA
400
10.02 Ac.
C.S. 158-74
1.51 Ac.
1
2
3
4
5
6
7
8
503
0.76 Ac.
504
0.80 Ac.
505
0.95 Ac.
506
0.85 Ac.
507
0.67 Ac.
508
0.76 Ac.
CREE
SHADY
CENTER - LINE
OF
JUMP - O
600
0.69 Ac.
406
5.00 Ac.
C.S. 197-80
1080' M/L
1530' M/L
403.52
545'
S 89°54'20" E
700
7.49 Ac.
404
3.47 Ac.
401
14.14 Ac.
S 83°54'20" E
435'
402
4.00 Ac.
ROAD
OROFINO
ROAD
338.36
110'
SEE MAP 35
COVE CREEK

Fletcher, Lynn W
& Betty J.
983 Mayfair Lane
Grants Pass, OR
97526

Yonemoto, Jim N.
3992 Forestwood
Drive
San Jose Calif.
95121


CREEK
ROAD
ADY
CREEK
SUB.
506
0.85 Ac.
507
0.67 Ac.
508
0.76 Ac.
509
0.75 Ac.
510
0.73 Ac.
511
0.73 Ac.
512
0.73 Ac.
513
0.80 Ac.
514
0.68 Ac.
515
0.93 Ac.
6
7
8
9
10
11
12
13
14
15
203
0.17 Ac.
JOE
CREEK
JUMP-OFF
405
9.83 Ac.
403
7.24 Ac.
C.S. 158-72
295' M/L
395 M/L
500'
491.48
S 89° 54' 20" E
1340'
N 0°15' W
401.00
110'
338.36
S 89° 54' 20" E
1317.33
425' M/L
S 0°19'05" W
859.44'
220.35'
220.96
200.25

SEE MAP 35 5 4

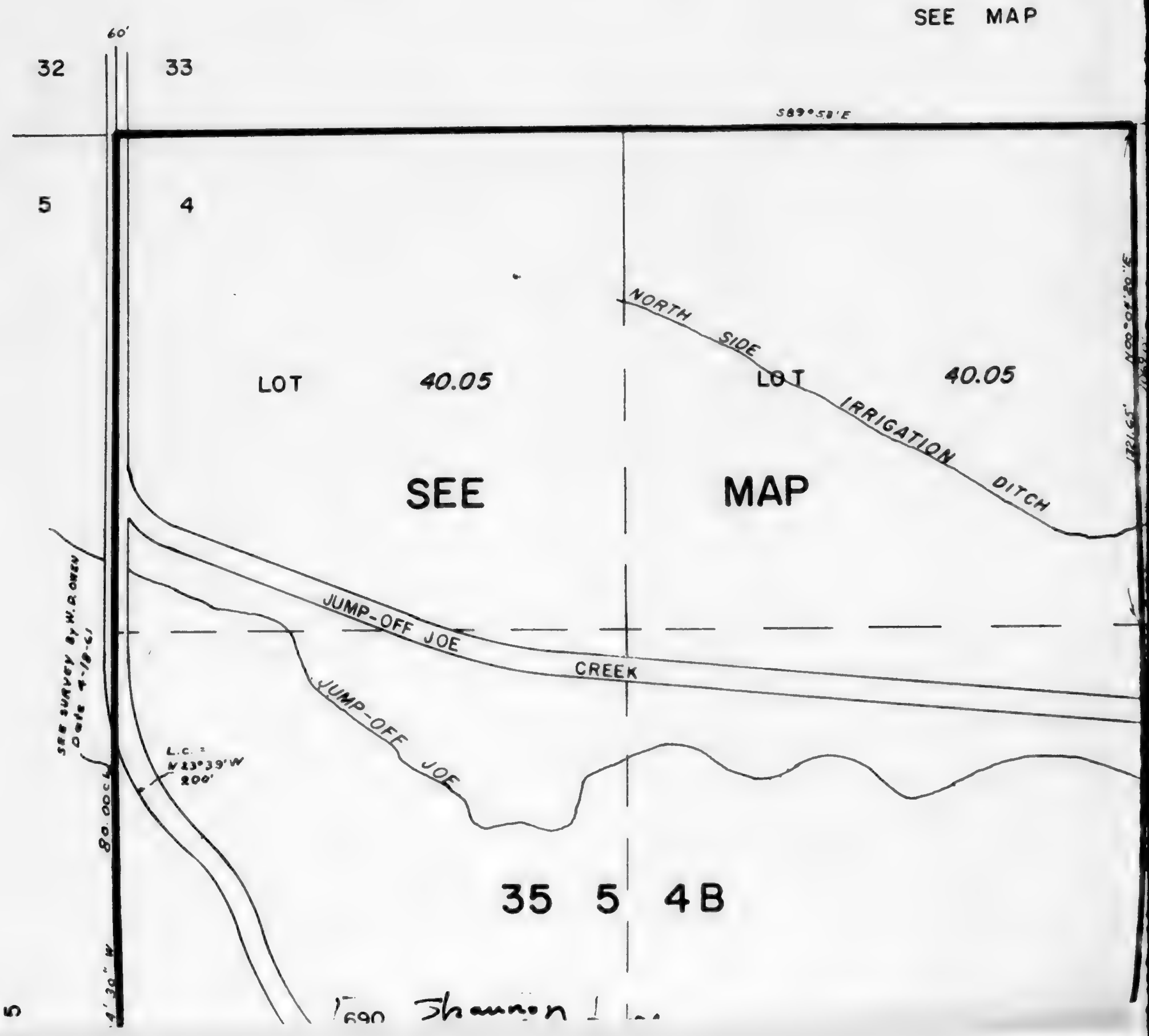

SEE MAP
ROAD
S85° 12' 30" E
510
0.73 Ac.
511
0.73 Ac.
512
0.73 Ac.
513
0.80 Ac.
514
0.68 Ac.
515
0.93 Ac.
LEK
SUB.
10
11
12
13
14
15
JOE
CREEK
203
0.17 Ac.
05
9.83 Ac.
403
7.24 Ac.
C.S. 158-72
59° 9' 11" W
395 M/L
500'
491.48
S 89° 54' 20" E
1317.33'
425' M/L
S0° 19' 05" W
859.44'
120.24
159.51
200.25
180.0
220.90
220.35
137.58
N0° 47' 30" E
453.51'
410.7'
82.2'
N82° 34' 30" W

35 5 4-2

BOOK 3

SECTION 4 T35S
JOSEPHINE C

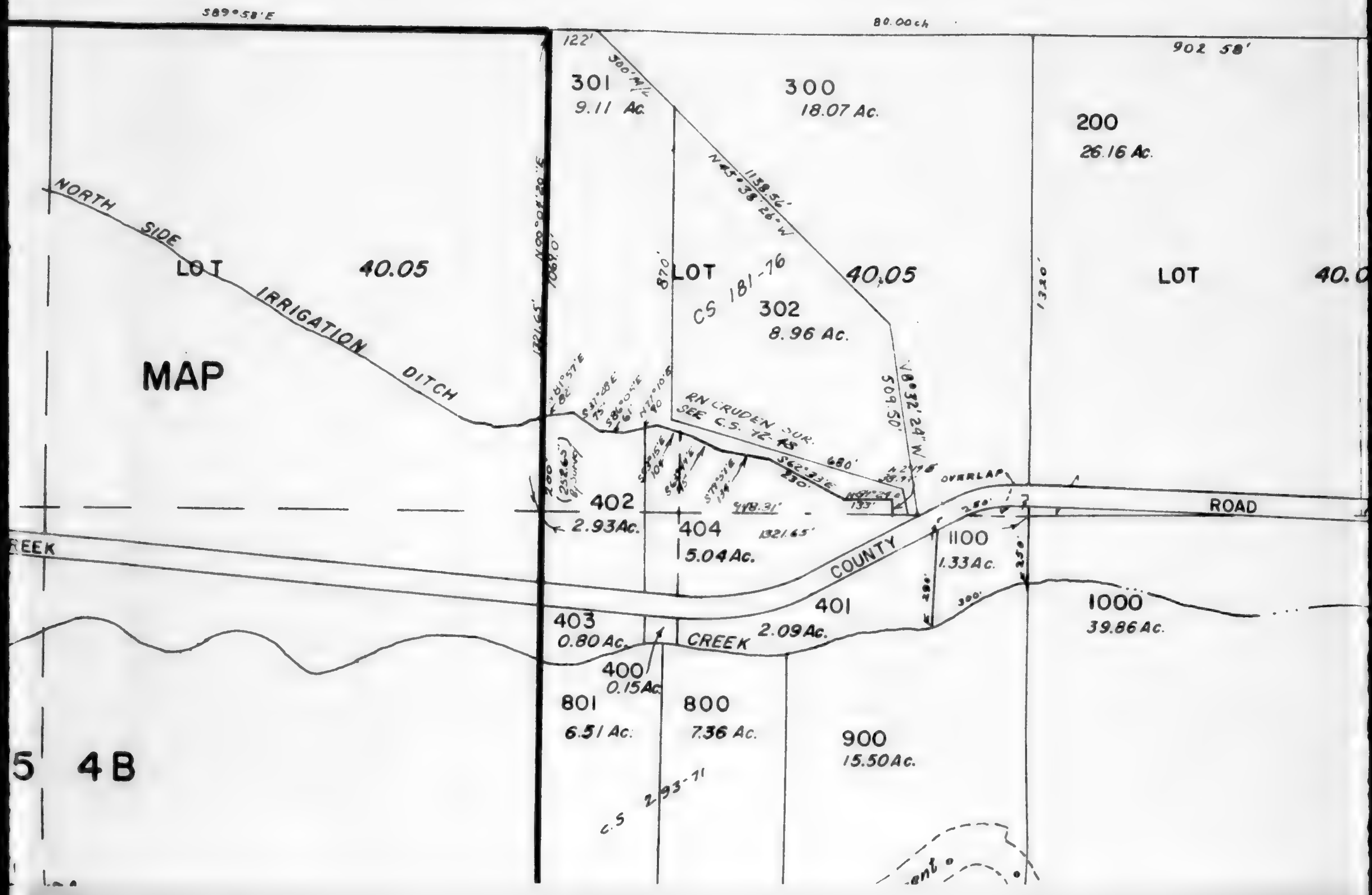
1" = 400'


SEE MAP
60'
32
33
S89°58'E
5
4
LOT
40.05
NORTH SIDE IRRIGATION DITCH
LOT
40.05
1721.65' N00°05'30"E
SEE
MAP
JUMP-OFF JOE CREEK
JUMP-OFF JOE
SEE SURVEY BY W. R. OWEN Date 4-18-61
L.C. = N23°39'W 200'
80.00CH
4'30" W
35 5 4B
1690 Shannon L

SECTION 4 T35S R5W W.M.
JOSEPHINE COUNTY

1" = 400'

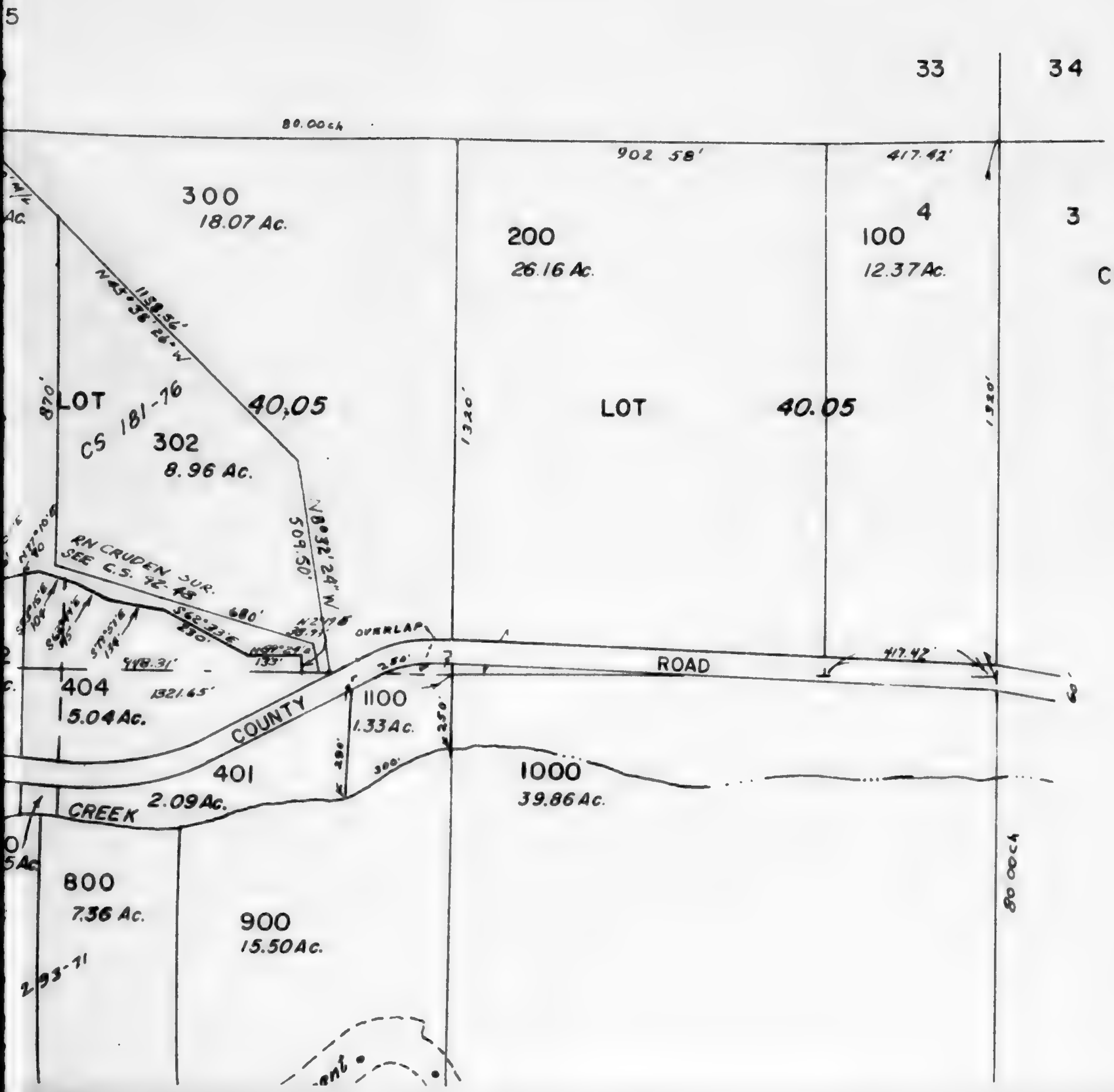
SEE MAP 34 5


S89°58'E
80.00ch
902 58'
122'
300' M/L
301
9.11 Ac.
300
18.07 Ac.
200
26.16 Ac.
N45°38'26"W
1138.56'
NORTH SIDE IRRIGATION DITCH
LOT
40.05
MAP
1321.65'
1064.0'
870'
LOT
CS 181-76
302
8.96 Ac.
40.05
1320'
LOT
40.0
N81°57'E
82'
S31°28'E
75'
S86°04'E
61'
N71°10'E
90
RN CRUDEN SUR.
SEE C.S. 72-75
N8°32'24"W
509.50'
680'
S62°23'E
230'
N29°16'E
58.7'
133'
OVERLAP
200
(252.65')
By SURV.
402
2.93 Ac.
448.31'
404
5.04 Ac.
1321.65'
ROAD
COUNTY
250'
1100
1.33 Ac.
280'
250'
300'
CREEK
403
0.80 Ac.
401
2.09 Ac.
CREEK
400
0.15 Ac.
1000
39.86 Ac.
801
6.51 Ac.
800
7.36 Ac.
900
15.50 Ac.
5 4B
C.S 293-71

5W W.M.

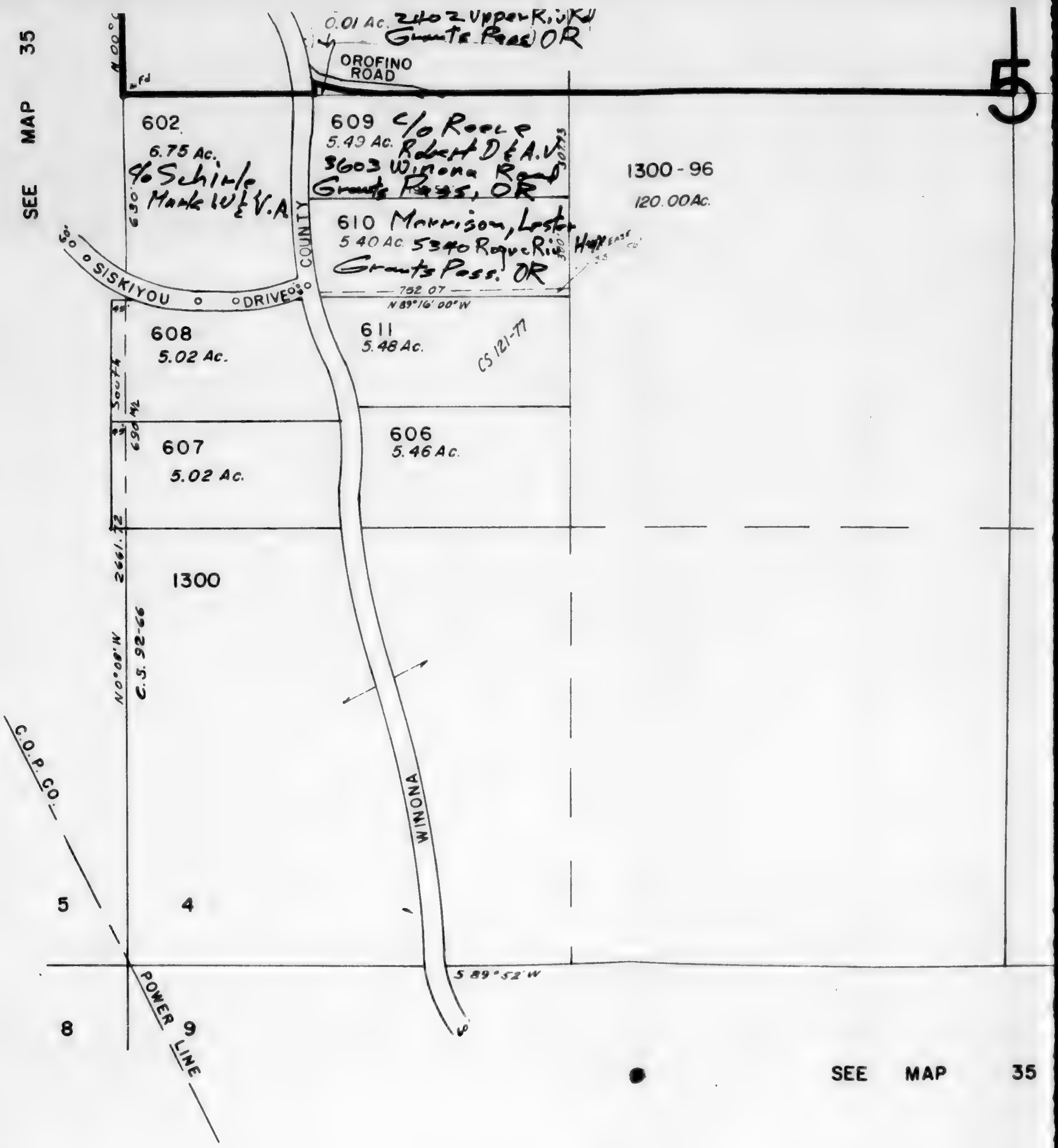
NTY

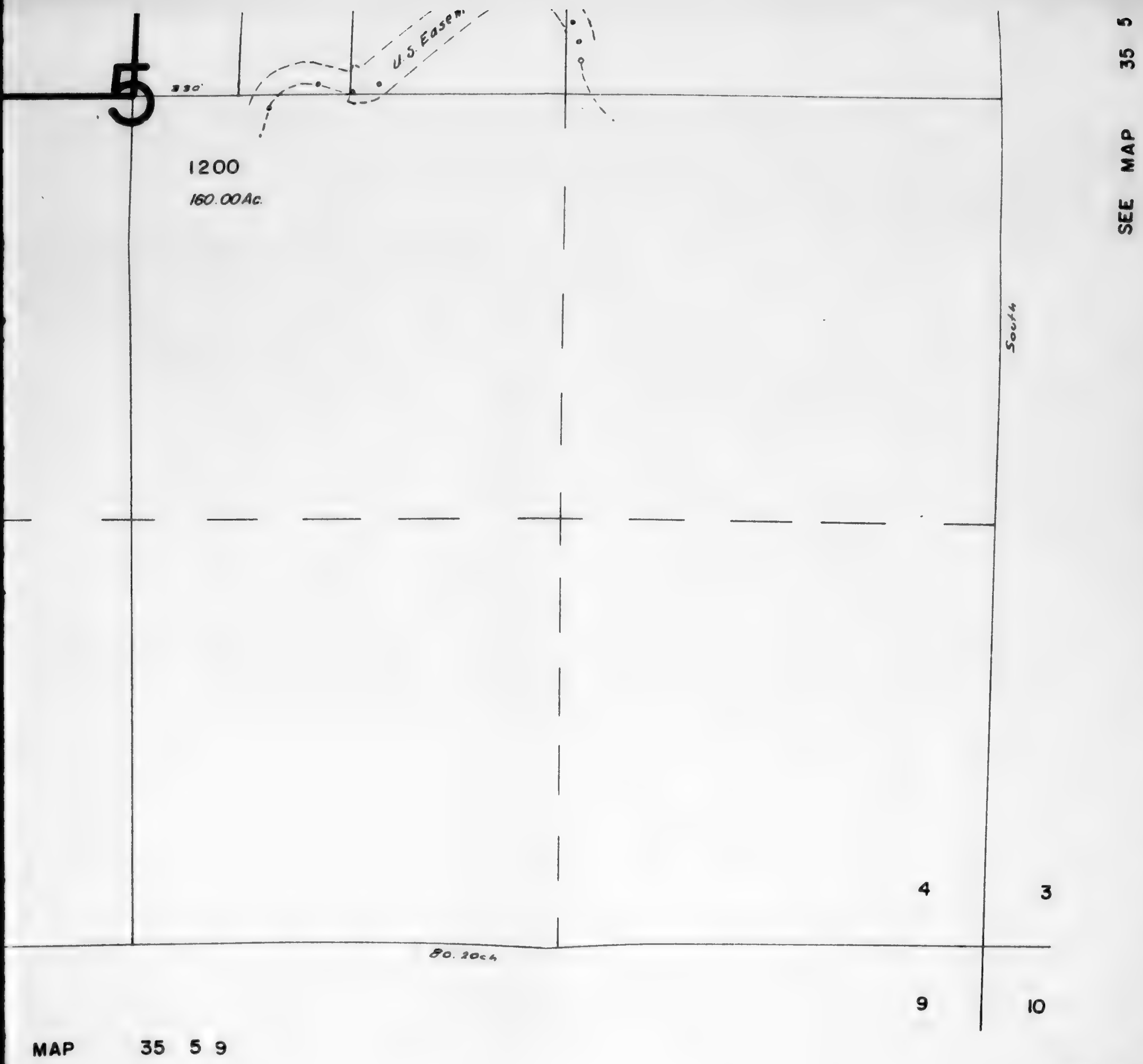
35 5 4


5
33
34
80.00ch
902.58'
417.42'
300
18.07 Ac.
200
26.16 Ac.
100
12.37 Ac.
4
3
N43°36'26"W
1159.56'
870'
LOT
40.05
CS 181-76
302
8.96 Ac.
1320'
LOT
40.05
1320'
N8°32'24"W
509.50'
RN CRUDEN SUR.
SEE C.S. 72-43
680'
230'
448.31'
1321.65'
OVERLAP
250'
ROAD
417.42'
60'
404
5.04 Ac.
COUNTY
1100
1.33 Ac.
250'
250'
300'
401
2.09 Ac.
CREEK
1000
39.86 Ac.
800
7.36 Ac.
900
15.50 Ac.
80.00ch
2-93-71

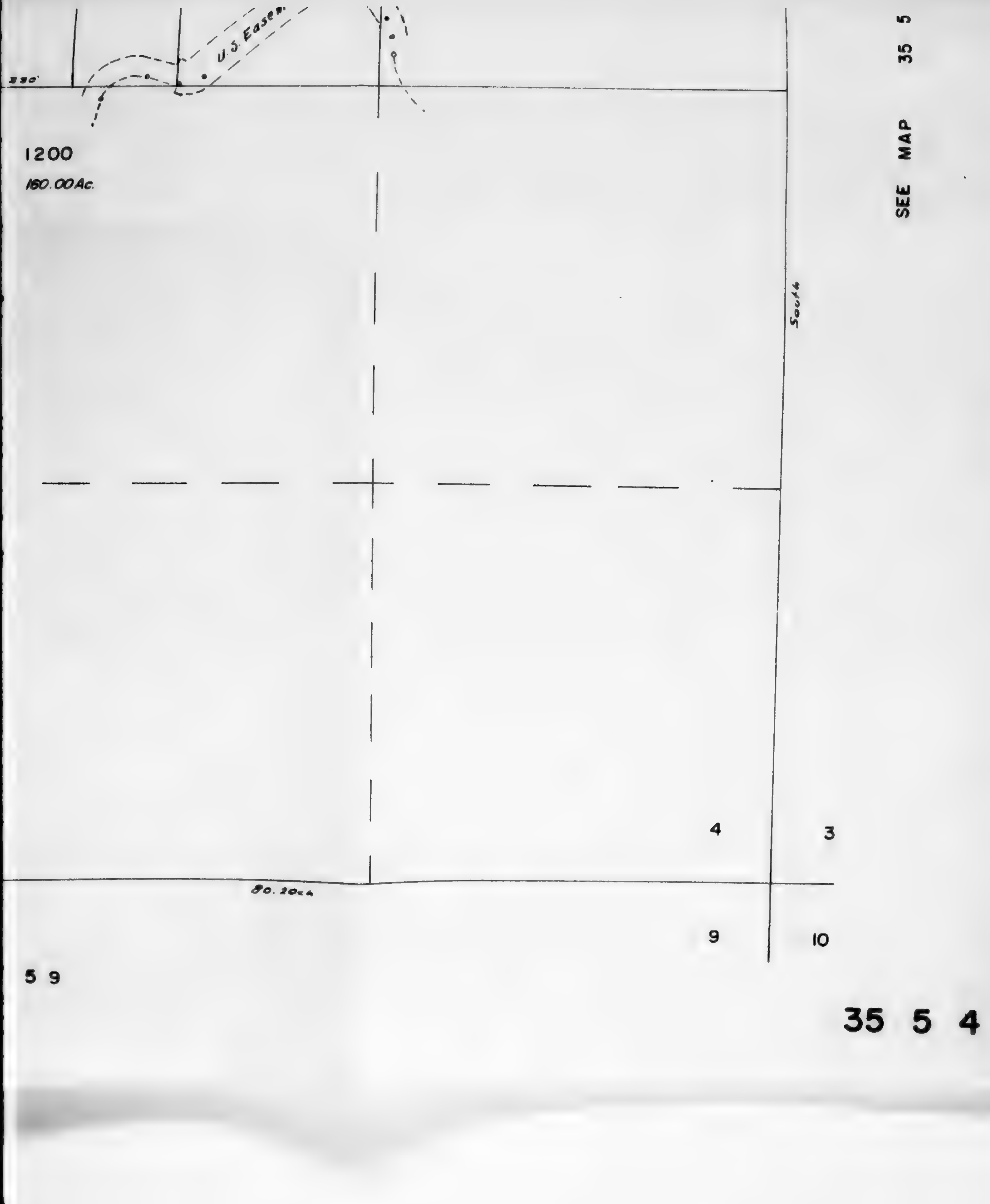
CANCELLED T.L.

500
600
601
603
604
605
490


SEE MAP 35
5
0.01 Ac.
2402 Upper Riv Rd
Grants Pass OR
OROFINO ROAD
N 0°00'
Fd
602
6.75 Ac.
c/o Schirle
Mark W & V.A
630
609
c/o Reece
5.49 Ac.
Robert D & A.V.
3603 Winona Road
Grants Pass, OR
301.73
610
Morrison, Lester
5.40 Ac.
5340 Rogue Riv Hwy
Grants Pass. OR
300
EASE
752.07
N 89°16'00" W
1300-96
120.00 Ac.
SISKIYOU DRIVE
COUNTY
30
608
5.02 Ac.
South
690 M/L
611
5.48 Ac.
CS 121-77
607
5.02 Ac.
606
5.46 Ac.
1300
2661.72
N 0°08' W
C.S. 92-66
C.O.P. CO.
WINONA
5
4
8
9
S 89°52' W
POWER LINE
SEE MAP 35


5
330'
U.S. Easem.
1200
160.00 Ac.
SEE MAP 35 5
South
4
3
80.20ch
9
10
MAP 35 5 9

35 5 4


330'
U.S. Easem.
1200
160.00 Ac.
SEE MAP 35 5
South
4
3
80.20ch
9
10
5 9

35 5 4

9634

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

6-82

LETTER OF APPROVAL AND/OR AUTHORIZATION

8

1. FEDERAL-AID PROJECT NO.
BRS-A335(2)

2. STATE PROJECT NO.
See below

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO.
10187

2A. COUNTY NAME
Josephine

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE
4/6/82

8. FEDERAL ROUTE NUMBER
Secondary A335

9. STATE ROUTE NUMBER
County Road

10. GENERAL LOCATION:
Cove Creek (Winowa Road) Bridge Section

11. GENERAL DESCRIPTION OF WORK
Right of Way

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☒ XX ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested in Mr. Swan's letter of 3/29/82 you are authorized to proceed with the actual acquisition of Files 52562A and 52562B as shown on R/W map 1R-4-782 at a TEC of $3,000 Federal Funds $2,400.

Federal participation is limited to that right of way actually incorporated in the final location of the subject project.

OK 4-8

Mocking

14. DATE
4/6/82

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE
for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

FAS 335

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

March 30, 1982

1 ✓
copy
copy
2

RECEIVED
ROAD DESIGN SECTION

In Reply Refer to
File No.: DES 16

Dale E. Wilken
Division Administrator
Federal Highway Administration
Equitable Center Suite 100
Salem, OR 97301

Dear Mr. Wilken:

Re: Cove Creek (Winona Rd.) Bridge
FAS-A355
Josephine County
Oregon Project RS-A355(1)
Reference HBR-OR

The addendum dated March 16, 1982 to our hydraulic report dated February 25, 1982 establishes that construction of a pipe in lieu of a bridge is feasible at this location. However, costs for the pipe exceed the cost of a structure which is largely due to the acute skew between the highway and stream channel. The culvert estimate totals $146,000 compared with $126,000 for the structure.

Because of the positive cost benefits of the structure option, we are advancing the project on that basis.

Very truly yours,

J H Versteeg
J. H. Versteeg
Road Design Engineer

FET:JHV:rw

cc: H. S. Coulter
E. S. Hunter
A. E. Shirley, Jr.
R. L. Lenz

FEDERAL HWY. ADMIN.
SALEM OREGON
4/12/82
Approved:
BRIDGE ENGINEER

RECEIVED
APR 1 1982
OREGON DIVISION

Form 734-3122

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

March 29, 1982

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: D.E. Swan, P.E.
Program Control Engineer

SUBJECT: Project Data Submission
Item No. 10187
Project No. BRS-A335(2)
Cove Cr. (Winowa Rd.) Bridge Sec.
Josephine County

Enclosed is data consisting of PR-1 forms, sketch maps and right-of-way map 1R-4-782 for the subject project.

I request authorization to proceed with the acquisition of the right-of-way at an estimated total cost of $3,000 with an obligation of $2,400 in federal funds. The right-of-way to be acquired is as outlined in red on the enclosed right-of-way map and does not require relocation assistance.

A copy of the State Clearinghouse A-95 review conclusions has been previously forwarded.

CL:bkc
Enc.

cc: J. Boyd
F. Lowe
H. Reynoldson
General Files

STATE OF OREGON
HIGHWAY DIVISION - LOCATION UNIT

INTER OFFICE MEMO
LOC 8

TO: FILES

DATE: March 16, 1982

David W. Bryson

FROM: David W. Bryson
Asst. Hydraulics Engineer

SUBJECT: Cove Creek (Winona Road) Bridge
Winona Road (FAS A335)
Josephine County

ADDENDUM

A memorandum from the Federal Highway Administration was received asking if a culvert is a viable alternate to the proposed structure. The purpose of this addendum is to provide a culvert size which could be used in lieu of a bridge.

Wally Owen, the County Engineer, was contacted concerning replacing the existing bridge with a culvert. He had no objection as long as a single barrel was used as he was concerned about potential debris problems if multiple barrels were used.

An 11'-7" x 7'-5" pipe-arch was analyzed and found to create 2.4 feet of backwater during the design flood of 470 cfs resulting in a headwater elevation of 101.7 feet. The overflow pattern at this location would be that the creek would overtop its upstream northerly bank and eventually overtop the roadway on the northerly side of the crossing. To eliminate roadway overflow during the design flood, the minimum elevation at the junction of Winona Road and of Orofino Road should be elevation 102 feet. Since the grade must be raised several feet to accommodate the pipe-arch, the elevation at the junction of the two roads will probably be higher than the minimum elevation mentioned above.

A source of borrow for the embankment quantities is a county-owned shale pit located two miles uphill beside Winona Road. The material will be free except for haul.

DWB:ge
cc Frank Terpin
Walt Hart
Jack Davis
Don Adams
Bud Shirley
Don Harwell
Herb Schell, FHWA

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE RE ☐ PRE ☐

REFERRED TO ______________
FOR ______________
FILE: PM FA LG.

MH
KEH
Don

Josephine County

ROAD DESIGN SECTION

ROV 3.1

J. B. Boyd, Manager
Right of Way Section

March 16, 1982

J. H. Versteeg
Road Design Engineer

Files 52562-A & 52562-B
Cove Creek ~~(Winona Road)~~
Bridge ~~Section~~
Winona Road
Josephine County

Versteeg
Anderson
Adams
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
MAR 16 1982
ROAD DESIGN SECTION

Do Not
Return To
Bring Up
Action

Attached are descriptions (2 files), an authorization and right of way prints covering right of way required for the subject project, scheduled for fiscal second quarter of 1983.

By: ORIGINAL SIGNED BY
W. H. WAKERLIG

W. H. Wakerlig
R/W Descriptions Supervisor

WHW:rlr
Attachments

9434

8

U.S. Department
of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project RS-A335(1)
Cove Creek (Winona Rd.) Bridge
Josephone County

Date: March 11, 1982

From: Division Administrator

Reply to Attn. of: HBR-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT
ATTN: Mr. Frank E. Terpin, Local Engineer

We have reviewed the hydraulic report dated February 25, 1982, for the subject roadway crossing. Please determine if a culvert is a viable alternate to the proposed structure.

for Dale E. Wilken

cc:
OSHD (F E Terpin, Loc)
OSHD (R L Lenz, Loc)

MAR 1 2 1982

NOTED
E. S. HUNTER

cy Verstieg
Ale reply.
ESH.
3-16-82

RECEIVED
STATE HWY ENGR
MAR 12 '82
REFER TO
Hunter
FOR

NARRATIVE REPORT

COVE CREEK (WINONA ROAD) BRIDGE SECT

I History: This project is an HBR-C funded project on Josephine Co. Winnona Road (FAS A335). The project is located approx. 5½ miles northerly of Grants Pass. The project was located and developed according to the Location Prospectus. The project was expedited at the Counties request. The westerly handrail of the existing bridge was hit sometime late Oct, or early Nov. and is currently operating under one way traffic.

II Standard: ASSHTO standards were used. At the Counties request no spiraled curves were used. Also the county has requested the new bridge to be a vertical abutment with wing walls. Design speed used was 40 M.P.H., ADT is 400.

III Typical Section : Same as Prospectus indicated, a 32' paved surface (2-12 foot travel lanes, 2 four foot shoulders), 3:1 rock slopes. The Prospectus also called for a base design of 2" class "B" or "C" AC, 3" or 3/4"-0 leveling course, and 6" of 1½-0 crushed base. This design was used for location. Cut and fill slopes were generally held to 1½-1 to 2;1. John Scofield has been contacted regarding checking the Prospectus base desi which he will do.

IV Horizontal Alignment: Coordinates for this project are assumed, but the bearings are true. Basis of bearings established from a previous Survey in the area (see coordinates). A "P" li was used for control for topog, contours, prop. cor's, etc. An "L" line was projected fro the "P" line and has been run in the field. The "L" line at the new structure is approx. 50 upstream from the existing structure. The alignment consists of one 11° curve at the stru ure with a 10° curve matching into the existing highway at the South end of the project. The existing highway curve at the south end varies from approx. 8° to 12° as you are sout bound. The 10° curve recommended seems to fit it about as good as is possible.

V Vertical Alignement: Profile grade is carried on centerline and has been designed to as clo as possible to allow approx. 2" of AC to be layed over existing highway at both ends to utilize as much of the existing road bed as possible. I recommend widening from existing pavement as far as possible at both ends. The project should be balanced (a shrink of 22 used on cut), but if a little borrow is needed or a place to deposit a little waste, the old existing roadbed between the project limits can be utilized.

VI Materials I recommend commercial sources for all aggregate, AC and rip rap. There is a commercial operation in Grants Pass.

VII Right of Way: Additional R/W will be needed on this project. In addition an easement will be necessary to make a short overflow channel change. There are no improvements or relocations involved. There is an approved R/W services agreement with the county for this work (services agreement # 189). There is only one access to be re-connected and that is O fino road, which apparantly is a public road. My research was unable to turn up anything definitive on this road, but a private Surveyor who did a survey on an adjoining property to the road showed it on his map and he said he found an old assessors plat that had 20' penciled in for the R/W. I also used the 20 feet and his description on the centerline of the road.

VIII Structures: As stated earlier the county has requested the new structure be a vertical abutment with wing walls. The old existing structure is to be removed.

Continued Page 2

IX Drainage: This area experienced a pretty good highwater run off 1st part of Dec. 1981, but due to an inadequate 60" culvert across a private driveway approx. 500 feet upstream it was very difficult to get accurate high water data in the stream bank itself. A large part of the stream flow during this flood jumped out of the banks at this culvert and flowed down an overflow channel that parallels the county road between the highway and stream. Judging from H.W. data there was a lot of water in this overflow channel. See pictures of this area. We will need to realign a short portion of the lower end of this overflow channel. According to county personnel the creek has never overflowed the highway the existing bridge. I would agree with that as I could find no evidence to indicate otherwise.

X Stage Construction: The existing highway and bridge will work as staging while the new alignment and bridge are constructed.The only exceptions will be the time the new alignement is matched into the existing at both ends.

XI Utilities: There will be both power and telephone facilities in confilict with the proposed project. The power is primary and secondary distribution and the telephone is a bured 25 pair cable with some splice boxes.

XII Special Provisions: None

XIII Anticipated Items: One set of 2 mail boxes will need to be relocated.

M. S. Havig
M.G. Havig

Project Manager

LOCATION COST ESTIMATE AND QUANTITY SUMMARY

SECTION [illegible] UNIT ______ Sheet 1 of 2

HIGHWAY [illegible] PREFIX 517- 1931 COUNTY JASPER

ITEM No.	SPEC. No.	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	UNIT COST	AMOUNT
1		MOBILIZATION	Lump Sum	9%		3920^{00}
2		TEMP PROT STRUCT OF TRAFFIC	"	1½%		650^{00}
3		TEMP SIGNING	SQ/FT	128	6^{00}	[illegible]
4		FLAGMAN	HRS	40	23^{50}	[illegible]
5		CLEARING & GRUBBING	AC	0.32		2500^{00}
6		REMOVE STRUCT & [illegible]	SQ/FT	570	6^{00}	3420^{00}
7		[illegible]	C.Y	300	6^{00}	[illegible]
8		TRENCH EXCA	C.Y	4	15^{00}	60^{00}
9		FINISH [illegible]	Lump Sum			$1,500^{00}$
10		[illegible] OF OLD ROADWAY	SQ YD	402	1 75	703^{50}
11		1½-0 AGG BASE	TON	693	10^{00}	6,930.00
12		3/4-0 LEVELING COURSE	TON	327	10^{00}	3,270
13		ASPH CONCRETE	TON	[illegible]	[illegible]	4565^{00}
14		EXTRA FOR ASPH APPROACHES	[illegible]	1	250^{00}	[illegible]
15		12" C.M. PIPE	LIN FT	18	25^{00}	450^{00}
16		TYPE 3 GUARDRAIL	LIN FT	100	40^{00}	[illegible]
17		TYPE 2A GUARDRAIL	LIN FT	200	13^{00}	2600^{00}
18		RAIL END PIECES TYPE A	EA	4	50^{00}	200^{00}

LOCATION COST ESTIMATE AND QUANTITY SUMMARY

SECTION Cove Creek (Winona Rd.) Br UNIT ______ Sheet ___ of ___

HIGHWAY Winona Rd PREFIX 517-5321 COUNTY Josephine

ITEM No.	SPEC. No.	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	UNIT COST	AMOUNT
19		RIP RAP - TYPE CL 700	C.Y	120	20.00	2,400.00
20		DELINATERS	EA	10	22.00	220.00
21		SEEDING & MULCHING	AC	[illegible]	1,000	[illegible]
						48,129.50
		[illegible] (63.00/sq ft [illegible]				
		(30x32) =	SQ FT	[illegible]		[illegible]
		ENG [illegible] & CONTINGENCY [illegible]%				9525.90
		GRAND TOTAL				118,135.40

71 [illegible]

STATE OF OREGON
HIGHWAY DIVISION - LOCATION UNIT

INTEROFFICE MEMO
LOC 8

TO: FILES

DATE: February 25, 1982

David W. Bryson

FROM: David W. Bryson
Asst. Hydraulics Engineer

SUBJECT: Cove Creek (Winona Rd.) Bridge
Winona Road (FAS A335)
Josephine County

The proposed project will replace an existing 25-foot long, single-span, timber structure supported on vertical abutments. The new structure will be placed on a new alignment approximately 60 feet upstream from the existing structure.

HYDROLOGY

Cove Creek is a south-north tributary of Jumpoff Joe Creek and drains an area of approximately 4.1 square miles above the proposed bridge site. The recurrence interval vs. peak discharge relationship listed below was determined using the regression equations contained in the U. S. Geological Survey report entitled Magnitude and Frequency of Floods in Western Oregon.

Recurrence Interval	Peak Discharge
500-year	1,220 cfs
100-year	900 cfs
50-year	795 cfs
25-year	685 cfs
10-year	540 cfs
5-year	440 cfs

According to John Beaton, Josephine County Roadmaster, during the last 20 years the existing waterway has been adequate with no roadway overflow at this location. There is also a brushy overflow channel which begins about 700 feet upstream of the bridge site just downstream of a private roadway. This overflow channel, which parallels the roadway, ties back into the main channel just upstream of the existing bridge.

HYDRAULIC DESIGN

Ordinarily this class of roadway would be designed for the 25-year flood, but it was determined a large percentage of this flood would be conveyed as roadway overflow. Since this crossing does not have a history of roadway overflow, it was decided to design this crossing for the estimated

GKEH
MH CK

largest flood of record. Based on the information from the county roadmaster, the largest flood was estimated to be 470 cfs (7-year recurrence interval). For purposes of analysis, the existing structure was analyzed as if it were located at the proposed crossing.

The existing structure provides a gross waterway area normal to the stream of 43 square feet. During the design flood, this structure creates 1.7 feet of backwater resulting in an upstream highwater elevation of 101.0 (assumed datum) which is also the roadway overtopping flood. During the 100-year flood of 900 cfs, a large percentage of the flood would be flowing over the roadway.

The proposed 30-foot long, single-span structure supported with vertical abutments was analyzed and found to be an improvement over the existing structure. This structure provides a gross waterway area normal to the stream of approximately 70 square feet. The controlling waterway area section is the downstream structure opening since the roadway is superelevated. During the design flood, the proposed structure will create a negligible amount of backwater with an estimated highwater elevation of 99.3 feet (assumed datum). The roadway overtopping flood is estimated to have a 25-year recurrence interval. It is estimated that during the 100-year flood, water will be flowing about six inches deep over the roadway. It appears from the cross sections that the slight realignment of the overflow channel would not be necessary.

Riprap

It is suggested that the toe of the abutments and wingwalls be protected with an 18-inch blanket of Class 100 loose riprap. It is also suggested that the fresh embankment slopes on the southeasterly side of the bridge (subject to erosion from overflow channel) also be protected with an 18-inch blanket of Class 100 loose riprap. The embankment protection should have a toe trench and no filter blanket will be required.

DWB:ge
Attachment

cc Frank Terpin w/attachment
Walt Hart "
Jack Davis "
Don Adams "
Bud Shirley "
Don Harwell "

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☑
PLE ☐ RE ☐ [✓ PRE ☐]
MAR 1 1982
REFERRED TO ____________
FOR ____________
FILE: PM FA LG.

HYDRAULIC DATA

		DESIGN FLOOD	BASE FLOOD	ROADWAY OVERTOPPING FLOOD	MAXIMUM FLOOD YEAR ( )
Discharge	cfs	470	900	685	
	m³/s				
Frequency – yrs.		7	100	25	
H.W. Elevation	ft.	99.3	101.5	101.0	
Natural Channel	m.				
H.W. Elevation	ft.	—	—	—	
Channel Change	m.				
Average	fps	6.7±	10.3±	9.8±	
Velocity	mps				
Headwater	ft.	—	—	—	
Elevation	m.				
Tailwater	ft.	—	—	—	
Elevation	m.				

For Canals: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS:

OREGON DEPT. OF TRANSPORTATION
HYDRAULICS UNIT

Cove Creek (Winona Road) Bridge
Winona Road (FAS A335)
Josephine County

COMPILED BY: Dave Bryson

DATE: February 25, 1982

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BRS-A335(1)
2. STATE PROJECT NO. See below
2A. COUNTY NAME Josephine

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.
5. ITEM NO. 10187

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 8/19/81
8. FEDERAL ROUTE NUMBER Secondary A335
9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:
Cove Creek (Winona Road) Bridge Section

11. GENERAL DESCRIPTION OF WORK
Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION including archeological study and utility preparatory work TEC $16,400 F.F.$13,120
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Swan's PEA dated July 27, 1981.

(This is a 20% limitation project)

RECEIVED
STATE HWY ENGR
AUG 21 '81
REFER TO Mobring
FOR
Info Inves R/D D/R Sign Act File

8/21

14. DATE 8/19/81
15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner
16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

STATE OF OREGON **INTEROFFICE MEMO**

TO: Neil Flanagan
Region 3 R/W Supervisor

DATE: August 4, 1981

FROM Adele L. Egan
Right of Way Office Unit Supv.

SUBJECT: Services Agreement #189
Cove Cr. Br. Sec.
Winona Road
Josephine County

MISC. CONTRACTS and
AGREEMENTS No. 2[illegible]

Attached is a fully executed copy of the subject agreement for Josephine County and a copy for your files.

The project will be programmed.

AE
mp
Attach.

cc: A. Shirley, Jr., w/c
Local Gov't Programs, w/c
Finance, w/c
Description, w/c
Comm. Serv., w/orig.

TO: Dale E. Wilken 9636
Division Administrator
Federal Highway Administration
Salem, Oregon 97301

OREGON DEPT. OF TRANSPORTATION-HIGHWAY DIVISION
ADDENDUM TO LOCATION PROSPECTUS AND
REQUEST FOR FEDERAL AID
PRELIMINARY ENGINEERING AUTHORIZATION

1-27-81

PROJECT LOCATION	APPN CODE	ITEM NO.	PROJECT NO.	ROUTE NO. FED.	ROUTE NO. STATE
Co. Rd., Approx. 7 mi. N.E. of Grants Pass. "Cove Cr. (Winona Rd.) Bridge Sec."	118	10187	BRS-A335(1)	A335	Co. Rd.

Access Control None Parking Restrictions None System Revision None

Airports (within 2 Mi.) None ROW 60' normal

Water Development None Recreation & Historical Areas None

Josephine 033

A-95 Review:

State Cl. Ho. .... Exempt ___ Date Approved 5-21-81

Dist. 8 Cl. Ho. ..... Exempt ___ Date Approved ___ No Reply X

Project Environmental Assessment: FHWA Concurrence Dated 4-10-81

1-EIS ___ 2-Categorical Exclusion X 3-Draft Assessment & FONSI ___

Notes: (1) Project in Congressional District 4.

(2) ___

I request authorization to proceed with the PRELIMINARY ENGINEERING work checked below:

X All Phases
___ All Phases thru Final Envir. Document
X Incl. Archeological Salvage
X " Util. Preparatory Work
___ " R.R. Preparatory Work

Est. Proj. Cost:

TEC NTE	$ 16,400
FF	$ 13,120
STATE	$ 800
Co.	$ 2,480

For PR-37:

Field Phase	$
PS&E Phase	$

PRO RATA 80%

REMARKS: 1) Attached is a copy of Authority for Survey and sketch maps.
2) Included in the bridge replacement inventory with a sufficiency ratinf of 2.0
3) This project is expected to be funded from the 20% of the FY '81 limitation withheld from distribution until after August 1.

DATE	SIGNATURE OF REQUESTING OFFICIAL	TITLE
July 27, 1981	D.E. Swan	Operation Programming Engineer

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

DATE

PREFIX

1 - IDENTIFICATION

PROJECT NAME: Cove Creek (OROFINO Cr.) Bridge #33C31

HIGHWAY NAME: FAS A335 (Winona Road)

HIGHWAY NUMBER: FAS A335

REGION 3	ADMINISTRATIVE DISTRICT 8	COUNTY Josephine	CITY Rural

LENGTH: .15

MILEPOST NUMBER TO

☒ RURAL ☐ URBAN

LOCAL GOVERNMENT PROJECT? ☒ YES ☐ NO

IF YES, UNIT OF GOVERNMENT: Josephine Co.

TYPE OF FUNDS: ☐ FAI ☐ FAP ☐ FAS ☐ STATE ☐ FAUS ☒ OTHER HBR-C

METHOD OF CONSTRUCTION: ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK: ☒ GRADING ☒ PAVING ☒ STRUCTURE ☐ SIGN ☐ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

PROJECT DESCRIPTION

To construct a new bridge across Cove Creek approximately 50 feet upstream of the existing bridge and relocate road approaches to the new bridge for 400 feet each side of the new structure.

Verstoeg
Anderson
Christensen
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
MAY 27 1981
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME): 400

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME):

LEVEL OF SERVICE	A	B	C	D	E	F
EXISTING	☒	☐	☐	☐	☐	☐
PROPOSED	☒	☐	☐	☐	☐	☐

DESIGN SPEED (MPH): 40

DESIGN STANDARDS: AASHTO

TRAFFIC ANALYSIS: ☒ LIGHT ☐ MEDIUM ☐ HEAVY

APPROVED
Frank E. Terpin
Location Engineer
Date 5/26/81

FORM 734-1730 (12-78) Page 1

3 - FEATURES	EXISTING UMBER AND WIDTH	PRC SED NUMBER AND WIDTH
TRAVEL LANES	2-10'	2-12'
SHOULDERS	2-2'	2-4'
MEDIANS	None	None
PARKING LANES	None	None
SIDEWALKS	None	None
BIKEWAYS	None	Shldr. Bikeway
INTERCHANGES	None	None
OTHER:		

	YES	NO	MAYBE
Channelization	☐	☒	☐
Frontage Roads	☐	☒	☐
Traffic Signals	☐	☒	☐
Signing	☐	☒	☐
Illumination	☐	☒	☐
Structures	☒	☐	☐
Stage Construction	☐	☒	☐
Pedestrian Crossing	☐	☒	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☐	☒	☐
Drainage	☒	☐	☐
River	☐	☒	☐
Stream Cove Creek	☒	☐	☐
Storm Sewer	☐	☒	☐
Sanitary Sewer	☐	☒	☐
Right of Way	☒	☐	☐
Simple Acquisition	☒	☐	☐
Complex Acquisition	☐	☒	☐
Relocations	☐	☒	☐

	YES	NO	MAYBE
Right of Way (cont.) Improvements	☐	☒	☐
Access Control	☐	☒	☐
Railroad Crossing	☐	☒	☐
At Grade	☐	☒	☐
Separated	☐	☒	☐
Railroad Encroachment	☐	☒	☐
Permits	☒	☐	☐
Conditional Use	☐	☒	☐
Flood Plain	☐	☒	☐
Irrigation District	☐	☒	☐
Water District	☐	☒	☐
Drainage District	☐	☒	☐
Div. of State Lands	☒	☐	☐
Dept. of Geology & Min. Ind.	☐	☐	☒
Corps of Engineers	☒	☐	☐
Coast Guard	☐	☒	☐
DEQ NPS Air Pollution	☐	☒	☐
DEQ NPS Water Pollution	☐	☒	☐
Building	☐	☒	☐
Fish & Wildlife Approval	☐	☒	☐

FORM 734-1730 (12-78) Page

3 - FEATURES (cont.)

	YES	NO	MAYBE
Agreements (City-County Etc.)	☒	☐	☐
Environmental Assessment	☒	☐	☐
Statewide Assessment	☐	☒	☐
Negative Declaration	☐	☒	☐
Environmental Impact Statement	☐	☒	☐
4-F Statement	☐	☒	☐
Citizen Advisory Committee	☐	☒	☐
Public Hearing ______	☐	☒	☐
Borrow Source	☐	☐	☒
Material Source	☐	☐	☒
Utilities	☒	☐	☐

Type Elect. Service

	YES	NO	MAYBE
Hydraulics Study	☒	☐	☐
Soils Investigation	☒	☐	☐
Airport Clearance	☐	☒	☐
Economic Analysis	☐	☒	☐
Requires Field Survey	☒	☐	☐
Old Survey Available	☐	☒	☐
Requires Vicinity Map	☒	☐	☐
Requires Photogrammetry	☐	☒	☐
Requires Reconnaissance Survey	☐	☒	☐
Reconnaissance Available	☐	☒	☐
Design Review	☐	☒	☐

4 - WORK ITEMS

	TO BE PERFORMED BY		
	APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☐	☒	☐
RIGHT–OF–WAY	☐	☒	☐
CONSTRUCTION ENGINEERING	☐	☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	N/A
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	N/A
CORRIDOR APPROVAL	( )	N/A
FIELD SURVEY	(10)	1½ mo.
PRELIMINARY DESIGN	( )	N/A
DESIGN APPROVAL/FINAL EIS	( )	N/A
RIGHT-OF-WAY DESCRIPTIONS	( )	1
RIGHT-OF-WAY ACQUISITION	( )	6
P.S. & E. DOCUMENTS	( )	3

RECOMMENDED CONSTRUCTION DATE ______ (Region) ______ (Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING
Crushed base (1½"-0)	6"	
Leveling Course (3/4"-0)	3"	
Class "B" or "C" AC	2"	2"

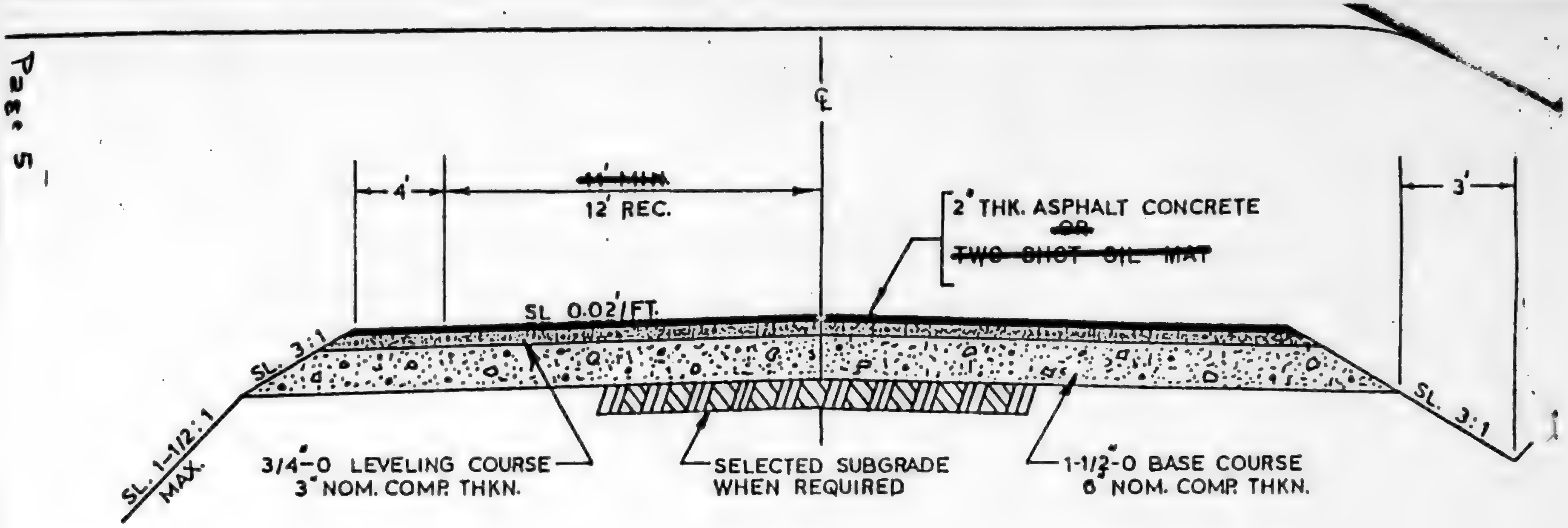
7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

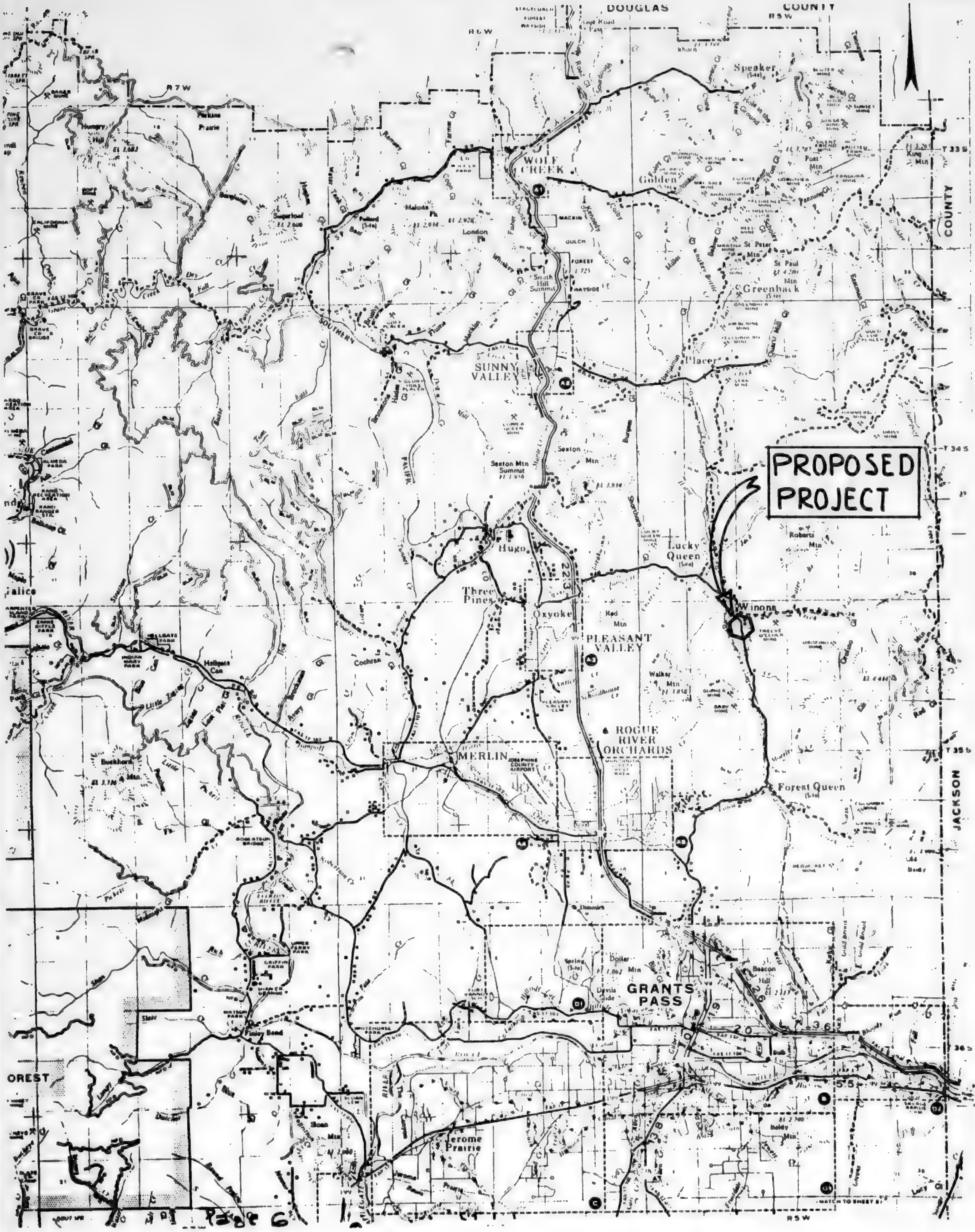
	REGION	SALEM
PRELIMINARY ENGINEERING	11,000	16.400
RIGHT OF WAY		
TRAFFIC CONTROL		7.000
ILLUMINATION		
STRUCTURES 30' L. x 32' W.	50,000	52.000
RAILROAD		
ROADWAY	26,000	26.000
OTHER		
ENGINEERING & CONTINGENCIES	11,400	5.600
PROJECT TOTAL	98,400	*107.000

SUBMITTED BY ______________________________


4'
~~11' MIN~~
12' REC.
℄
SL 0.02'/FT.
2" THK. ASPHALT CONCRETE
~~OR~~
~~TWO SHOT OIL MAT~~
3'
SL. 3:1
SL. 3:1
SL. 1-1/2:1 MAX.
3/4"-0 LEVELING COURSE
3" NOM. COMP. THKN.
SELECTED SUBGRADE
WHEN REQUIRED
1-1/2"-0 BASE COURSE
6" NOM. COMP. THKN.

TYPICAL SECTION
COUNTY RURAL ROAD

■ LOCAL ■


DOUGLAS COUNTY
R6W
R5W
R7W
Speaker
WOLF CREEK
Golden
Post Mtn
King Mtn
T33S
Sugarloaf
Pollard
Malone Pk
London Pk
Smith Hill Summit
St Peter Mtn
St Paul Mtn
Greenback
SUNNY VALLEY
Placer
Sexton Mtn Summit
Sexton Mtn
T34S
PROPOSED PROJECT
Hugo
Lucky Queen
Roberts Mtn
Galice
Three Pines
Oxyoke
Red Mtn
Winona
PLEASANT VALLEY
Hellgate Can
Cochran
Walker Mtn
ROGUE RIVER ORCHARDS
MERLIN
JOSEPHINE COUNTY AIRPORT
T35S
Forest Queen
JACKSON COUNTY
Dollar Mtn
Beacon Hill
GRANTS PASS
T36S
Jerome Prairie
OREST

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage ST . S.E.
Salem, Oregon 97310, Phone 378-3732
Toll Free Number - 1-800-452-7813

APPLICANT: OR DOT-HWY DIV

PROJECT TITLE: Cove Creek(OROFINO) Bridge

DATE: 5/21/81

The state has reviewed your project and reached the following conclusions:

RECEIVED
STATE HWY ENGR
MAY 26 '81
REFF [illegible]
FOR
Info

☒ No significant conflict with the plans, policies or programs of state government have been identified ~~and your proposal is endorsed as presented.~~

☒ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

ttachment

c: Dale E. Wilken
H.S. Coulter
F.E. Terpin
J.B. Boyd
J.H. Versteeg
Gary Potter
W.J. Hart
Aeronautics Division
B.L. Gifford
eg.(3)Engr.: A. Shirley
is.(8)Engr.: G.T. Thornton

BEN GIFFORD

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

8104 2 740

This number should be used on all correspondence and particularly on SF 242 as required by OMB A-95.

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies will be submitted to you separately and must also be included.

PNRS #2

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage ST NE Salem, Oregon
Phone: 378-3732 97310

MAY 20 1981

PNRS STATE REVIEW

Project #: 8104 2 740

Return Date: MAY 15 1981

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

TO STATE CLEARINGHOUSE: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects. (Explain in Remarks Section)

( ) We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)

(X) Additional comments for project improvement. (Attach if necessary)

REMARKS (Please type or print legibly)

Clyde Smith
Bill Knight 5/11 4/29 ea

Agency Fish & Wildlife By

PNRS 8104-2-740

The Oregon Department of Fish and Wildlife has no objection to the Cove Creek Bridge Project in Josephine County providing the following conditions are observed:

1. Instream work confined to the low flow period from June 15 to October 15, or when the channel is dry.
2. Adequate measures are taken to minimize turbidities which could arise during construction.
3. No pollutants of any type are allowed to enter the waterway (i.e., petroleum products, fresh concrete, silt, etc.).
4. Soils disturbed by the project are minimized and the area is stabilized and revegetated.
5. All project debris is removed from the stream.

The project should be closely coordinated with Bill Haight, district fish biologist, during further planning and construction. Mr. Haight can be contacted at 5375 Monumental Drive, Grants Pass, Oregon 97526, telephone number 474-3156.

We appreciate the opportunity to review and comment on this project.

cc: Bill Haight

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage ST NE Salem, Oregon
Phone: 378-3732 97310

INTERGOVERNMENTAL [illegible] DIVISION
APR 29 1981

RECEIVED
APR 24 1981
DIVISION OF STATE LANDS

PNRS STATE REVIEW

Project #: 8104 2 740

Return Date: MAY 15 1981

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

TO STATE CLEARINGHOUSE: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

- ( ) It has no adverse effect.
- ( ) We have no comment.
- ( ) Effects, although measurable, would be acceptable.
- ( ) It has adverse effects. (Explain in Remarks Section)
- ( ) We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)
- (✓) Additional comments for project improvement. (Attach if necessary)

REMARKS (Please type or print legibly)

If the project would require the removal, fill or alteration of 50 cubic yards or more of material within the banks of the waterway(s), we urge the applicant to apply for state fill or removal permits well in advance of construction deadlines to prevent unnecessary project delays. Specific information on the need for permits may be obtained from the Division of State Lands' office at 1445 State Street, Salem, OR 97310. Phone 378-3805.

Thank you for the opportunity to comment on this project.

Agency Lands By E.H.

PROJECT MANAGEMENT BRANCH
CHE ☐ STE ☐
I E ☐ RE ☐ [✓ PBE ☐]
MAY 26 1981
REFERRED TO ____________
FOR ____________
FILE: PM FA LG.

4/1/70

May 13, 1981

Board of County Commissioners
Josephine County Courthouse
Grants Pass, OR 97526

AGR 4

Attention: Maxine Foster
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 7483

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering the construction of the Cove Creek (Winona Road) Bridge. The project shall be conducted as a part of the Highway Bridge Replacement Program under Title 23, USC, and the Oregon Action Plan.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dmc
Attachment

bc: Don Harwell (agree. att.)

9634

8

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No
PRO 6-2

April 17, 1981

TO: Executive Department
Federal Aid Coordination Unit

Rogue Valley Council of Governments
P.O. Box #3275
Central Point, OR 97502

for J L Gaither

FROM: D. E. Swan
Operation Programming Engineer

NOTED
H.S. COULTER

SUBJECT: Notice of Intent for Federal Aid Funds
State Admin. Dist. No. 8
Section: Cove Creek (OROFINO) Bridge
Highway: Winona Co. Rd. FAS-A335
County: Josephine

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programming of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be May 22, 1981.

BLG:bke
Attachments
cc: D.E. Wilken, FHWA
H.S. Coulter
F.E. Terpin
J.B. Boyd (2)
J.H. Versteeg(3)
Gary Potter
W.J. Hart
Reg. 3 Engr.: A. Shirley
Dis. 8 Engr.: G.T. Thornton
Aeronautics Division
David Powers, Parks
B.L. Gifford

RECEIVED
STATE HWY ENGR
APR 22 '81
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

Form 734-3122

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only
PNRS #
Page One

02 APPLICANT: Department of Transportation
DIVISION: Highway

03 APPLICANT ADDRESS STREET: Transportation Building
CITY: Salem
ZIP: 97310

04 CONTACT PERSON: D.E. Swan
AREA CODE: 503
PHONE: 378
EXTENSION: 6563

01 PROJECT TITLE: Cove Creek (OROFINO) Bridge

11 PROJECT LOCATION—CITY: Winona Co. Rd.
FAS-A335
PROJECT LOCATION—COUNTY: Josephine
PROJECT LOCATION:

SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

05 The purpose is to replace a deteriorating wooden bridge which has been
06 reported unsafe by Josephine County Bridge Inspector (see inspection report
07 February 1, 1980) and reconstruct road approaches to improve alignment of
08 approach. Replacing the existing bridge would not improve the poor alignment
09 and would require construction of detour.
10

12

AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
(A) Grant	(B) Other	(C) State	(D) Local	(E) FUNDS	(F) FUNDS
68,000	-----	-----	17,000	-----	85,000

13 TYPE OF OTHER FEDERAL FUNDS (See 12B)
TYPE OF OTHER NON-FEDERAL FUNDS (See 12E)

14 FEDERAL PROGRAM TITLE: Title 23 USC Highways

15 FEDERAL AGENCY NAME: U. S. Department of Transportation
FEDERAL SUB-AGENCY NAME: FHWA

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE ☒ 12
INTERSTATE ☐ 13
COUNTY ☐ 14
CITY ☐ 15
SCHOOL DISTRICT ☐ 16
SPECIAL DISTRICT ☐ 17
COMMUNITY ACTION ☐ 18
SPONSORED ORGANIZATION ☐ 19
OTHER ☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT ☒ 21
CONT GRANT ☐ 22
SUPPLT GRANT ☐ 23
INCREASE DURATION ☐ 24
DECREASE DURATION ☐ 25
CANCELLATION ☐ 26
INCREASE DOLLARS ☐ 27
DECREASE DOLLARS ☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED?
Yes ☒ 29 No ☐ 30 Date: April 17, 1981

(D) REVIEW REQUIRED by A-95
Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT
Yes ☐ 33 No ☒ 34

(F) HOUSING RELOCATION REQUIRED
Yes ☐ 35 No ☒ 36

(G) ESTIMATED APPLICATION FILING DATE: MONTH May DAY 22 YEAR 1981

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: 4-17-81

VI. If project includes state funds (12C), identify agency -----

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number ______

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a Category 2 Project of Categorical Exclusion according to the new environmental quality guidelines.

REGON STATE HIGHWAY DIVISION
PROJECT CLASSIFICATION

BRS - A - 335(-)

A. Project Identification:

Section Cove Creek Bridge

Highway Winona Road FAS A 335

County Josephine

Region 3

(Attach Project Location Map)

Date March 26, 1981

City ______ Hwy. No. FAS A 335

Begin M.P. 3.02 Length 800 feet

Program Estimate $85,000

Funding Source Rederal Bridge Repair Fund

B. Purpose, Need, and Description of Project (Describe Alternatives):

The purpose is to replace a deteriorating wooden bridge which has been reported unsafe by Josephine County Bridge Inspector (see inspection report February 1, 1980) and reconstruct road approaches to improve alignment of approach. Replacing the existing bridge would not improve the poor alignment and would require construction of detour.

C. Recommended Project Classification:

Project Class		Documentation
______	I	Draft and Final EIS
XX	II	Categorical Exclusion
______	III	Environmental Assessment

Other Documentation:

- __ Wetlands Finding
- __ Cultural Resource Survey
- __ Section 106 Procedures
- __ Noise Study Report
- __ Indirect Source Construction Permit
- __ Section 4(f) Determination

Basis for Recommended Classification:

Replacement of an existing bridge with an adjacent structure would have an insignificant environmental impact.

D. Descriptions:

	Existing Facility	Proposed Facility
Number of Traffic Lanes	2	2
Median (Yes/No)	no	no
Shoulders (Yes/No, Paved/Gravel)	Yes, gravel	Yes, gravel
Average Daily Traffic (Volume and Year)	400	400
Alignment (New, Combined, Existing)	Sinuous	Improved
Speeds (Posted and Estimated)	none	None

E. Preliminary Identification of Environmental Impacts:

1. Estimated Right-of-Way Impacts:

Acres	0.55
Estimated Number of Parcels	2
Residential Relocation (No.)	None
Business Relocation (No.)	None

Describe:

2. Estimated Impact on Land Use:

No change of use of the land is anticipated.

3. Estimated Impact on Traffic Volumes, Flow, Patterns, and Safety:

Little additional traffic is anticipated; however, the safety for the public will be substantially improved because of the improved safety provided by a new bridge of adequate width and improved alignment of approaches.

4. Estimated Impact on Rivers, Streams, Wetlands, Rare or Endangered Species or Other Natural Ecological Resources:

Some temporary silting may occur during construction but will not be detrimental except for temporarily lowering water quality.

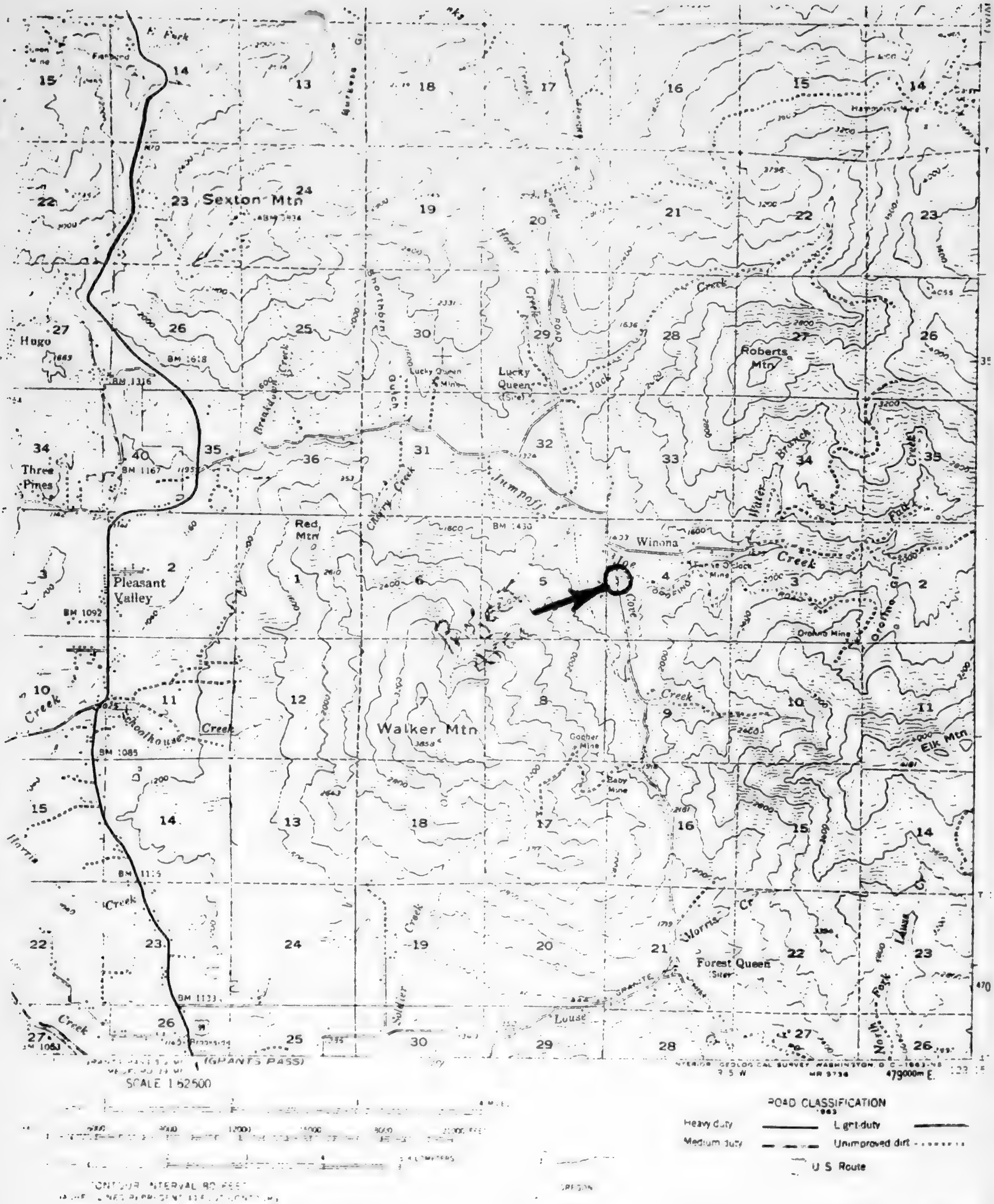
5. Estimated Impact on Parks, Historic Properties, or Other Cultural or Scenic Resources:

None

6. Preliminary Identification of Areas of Critical Concern and Controversial Issues:

There may be criticism for removing trees and brush at the new bridge site and along acquired right of way. This detrimental appearance will be a temporary, short term result of construction.

Name of Preparer and Phone Number: W.D. Owen, Supervisor, Engineering Division 474-5470


Sexton Mtn
Hugo
Three Pines
Pleasant Valley
Red Mtn
Walker Mtn
Lucky Queen Mine
Lucky Queen (Site)
Winona
Roberts Mtn
Gopher Mine
Baby Mine
Oroline Mine
Elk Mtn
Forest Queen (Site)
Jack Creek
Jumpoff
Cherry Creek
Shorthorn Gulch
Horse Creek
Walker Branch
Fall Creek
Schoolhouse Creek
Morris Cr
Soldier Creek
Louse
North Fork
Cove
BM 1316
BM 1167
BM 1092
BM 1085
BM 1115
BM 1123
BM 1618
BM 1430
3858
(GRANTS PASS)
SCALE 1:62500
CONTOUR INTERVAL 80 FEET
ROAD CLASSIFICATION
Heavy duty
Light-duty
Medium duty
Unimproved dirt
U.S. Route
R.5 W.
479000m E.
OREGON
GLENDALE, OREG.

9030

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - SALEM
ITED STATES GOVERNMENT

memorandum

Subject: Oregon Project BRS-A-335(-)
Cove Creek Bridge (Orofino)
Winona Road
Josephine County

Date: April 10, 1981

From: Dale E. Wilken, Division Administrator

NOTED
E. S. [illegible]

Reply to Attn. of: HFO.3-OR

To: Mr. G. A. Potter, Manager, Environmental Section, OSHD

The subject project category request submitted with your March 26, 1981 letter has been reviewed.

We concur with your finding that the proposed project should be classified as Class II, Categorical Exclusion, according to the new Council on Environmental Quality guidelines.

Original Signed By
P. V. RIEDL
Environmental Coordinator
Engineer

Dale E. Wilken

cc:
✓OSHD (E S Hunter, Tech Svcs)
OSHD (Reg III, Env)

RECEIVED
TECHNICAL SERVICES
APR 15'81
REFER TO
FOR
Info Invest R/D D/R Sign Act File

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

DATE March 4, 1981

PREFIX

1 - IDENTIFICATION

PROJECT NAME
Cove Creek Bridge

HIGHWAY NAME
FAS A335 (Winona Road)

HIGHWAY NUMBER
FAS A335

REGION 3

ADMINISTRATIVE DISTRICT 8

COUNTY Josephine

CITY Rural

LENGTH .15

MILEPOST NUMBER TO

☒ RURAL ☐ URBAN

LOCAL GOVERNMENT PROJECT? ☒ YES ☐ NO

IF YES, UNIT OF GOVERNMENT Josephine Co.

TYPE OF FUNDS
☐ FAI ☐ FAP ☐ FAS ☐ STATE ☐ FAUS ☐ OTHER HBR

METHOD OF CONSTRUCTION
☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK
☒ GRADING ☒ PAVING ☒ STRUCTURE ☐ SIGN ☐ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

PROJECT DESCRIPTION

To construct a new bridge across Cove Creek approximately 50 feet upstream of the existing bridge and relocate road approaches to the new bridge for 400 feet each side of the new structure.

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME) 400

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME)

LEVEL OF SERVICE	A	B	C	D	E	F
EXISTING	☒	☐	☐	☐	☐	☐
PROPOSED	☒	☐	☐	☐	☐	☐

DESIGN SPEED (MPH) 40

DESIGN STANDARDS

TRAFFIC ANALYSIS ☒ LIGHT ☐ MEDIUM ☐ HEAVY

3 - FEATURES

3 - FEATURES	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH
TRAVEL LANES	2-10'	2-12'
SHOULDERS	2-2'	2-4'
MEDIANS	None	None
PARKING LANES	None	None
SIDEWALKS	None	None
BIKEWAYS	None	None
INTERCHANGES	None	None
OTHER:		

	YES	NO	MAYBE
Channelization	☐	☒	☐
Frontage Roads	☐	☒	☐
Traffic Signals	☐	☒	☐
Signing	☐	☒	☐
Illumination	☐	☒	☐
Structures	☒	☐	☐
Stage Construction	☒	☐	☐
Pedestrian Crossing	☐	☐	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☐	☒	☐
Drainage	☒	☐	☐
River ____	☐	☐	☐
Stream Cove Creek	☒	☐	☐
Storm Sewer	☐	☒	☐
Sanitary Sewer	☐	☒	☐
Right of Way	☒	☐	☐
Simple Acquisition	☒	☐	☐
Complex Acquisition	☐	☒	☐
Relocations	☐	☒	☐

	YES	NO	MAYBE
Right of Way (cont.) Improvements	☐	☒	☐
Access Control	☐	☒	☐
Railroad Crossing	☐	☒	☐
At Grade	☐	☐	☐
Separated	☐	☐	☐
Railroad Encroachment	☐	☒	☐
Permits	☐	☐	☒
Conditional Use	☐	☒	☐
Flood Plain	☐	☒	☐
Irrigation District	☐	☒	☐
Water District	☐	☒	☐
Drainage District	☐	☒	☐
Div. of State Lands	☐	☐	☐
Dept. of Geology & Min. Ind.	☐	☐	☒
Corps of Engineers	☐	☐	☐
Coast Guard	☐	☐	☐
DEQ NPS Air Pollution	☐	☐	☒
DEQ NPS Water Pollution	☐	☐	☒
Building	☐	☐	☒
Fish & Wildlife Approval	☐	☐	☐

3 - FEATURES (cont.)

	YES	NO	MAYBE
Agreements (City-County Etc.)	☒	☐	☐
Environmental Assessment	☐	☐	☒
Statewide Assessment	☐	☐	☒
Negative Declaration	☐	☒	☐
Environmental Impact Statement	☐	☒	☐
4-F Statement	☐	☒	☐
Citizen Advisory Committee	☐	☒	☐
Public Hearing ______	☐	☒	☐
Borrow Source	☐	☐	☒
Material Source	☐	☐	☒
Utilities	☒	☐	☐

Type Elect. Service

	YES	NO	MAYBE
Hydraulics Study	☐	☐	☒
Soils Investigation	☐	☐	☒
Airport Clearance	☐	☒	☐
Economic Analysis	☐	☒	☐
Requires Field Survey	☒	☐	☐
Old Survey Available	☐	☒	☐
Requires Vicinity Map	☒	☐	☐
Requires Photogrammetry	☐	☒	☐
Requires Reconnaissance Survey	☐	☒	☐
Reconnaissance Available	☐	☒	☐
Design Review	☐	☒	☐

4 - WORK ITEMS

	TO BE PERFORMED BY		
	APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☐	☒	☐
RIGHT–OF–WAY	☒	☐	☐
CONSTRUCTION ENGINEERING	☒	☐	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	0
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	
CORRIDOR APPROVAL	( )	
FIELD SURVEY	(10)	1½ mo.
PRELIMINARY DESIGN	( )	
DESIGN APPROVAL/FINAL EIS	( )	
RIGHT-OF-WAY DESCRIPTIONS	( )	
RIGHT-OF-WAY ACQUISITION	( )	
P.S. & E. DOCUMENTS	( )	

RECOMMENDED CONSTRUCTION DATE ______ (Region) ______ (Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING
Crushed base (1½"-0)	6"	
Leveling Course (3/4"-0)	3"	
Class "B" or "C" AC	2"	2"

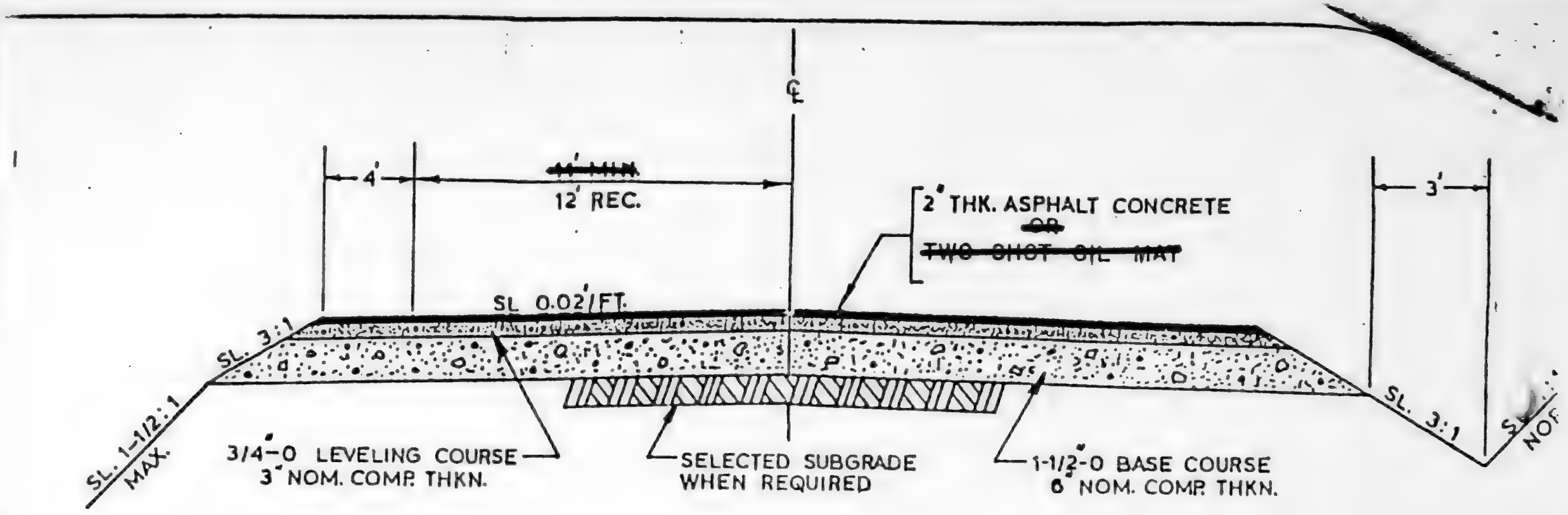
7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	11,000	
RIGHT OF WAY		
TRAFFIC CONTROL		
ILLUMINATION		
STRUCTURES	50,000	
RAILROAD		
ROADWAY	26,000	
OTHER ______		
ENGINEERING & CONTINGENCIES	11,400	
PROJECT TOTAL	98,400	

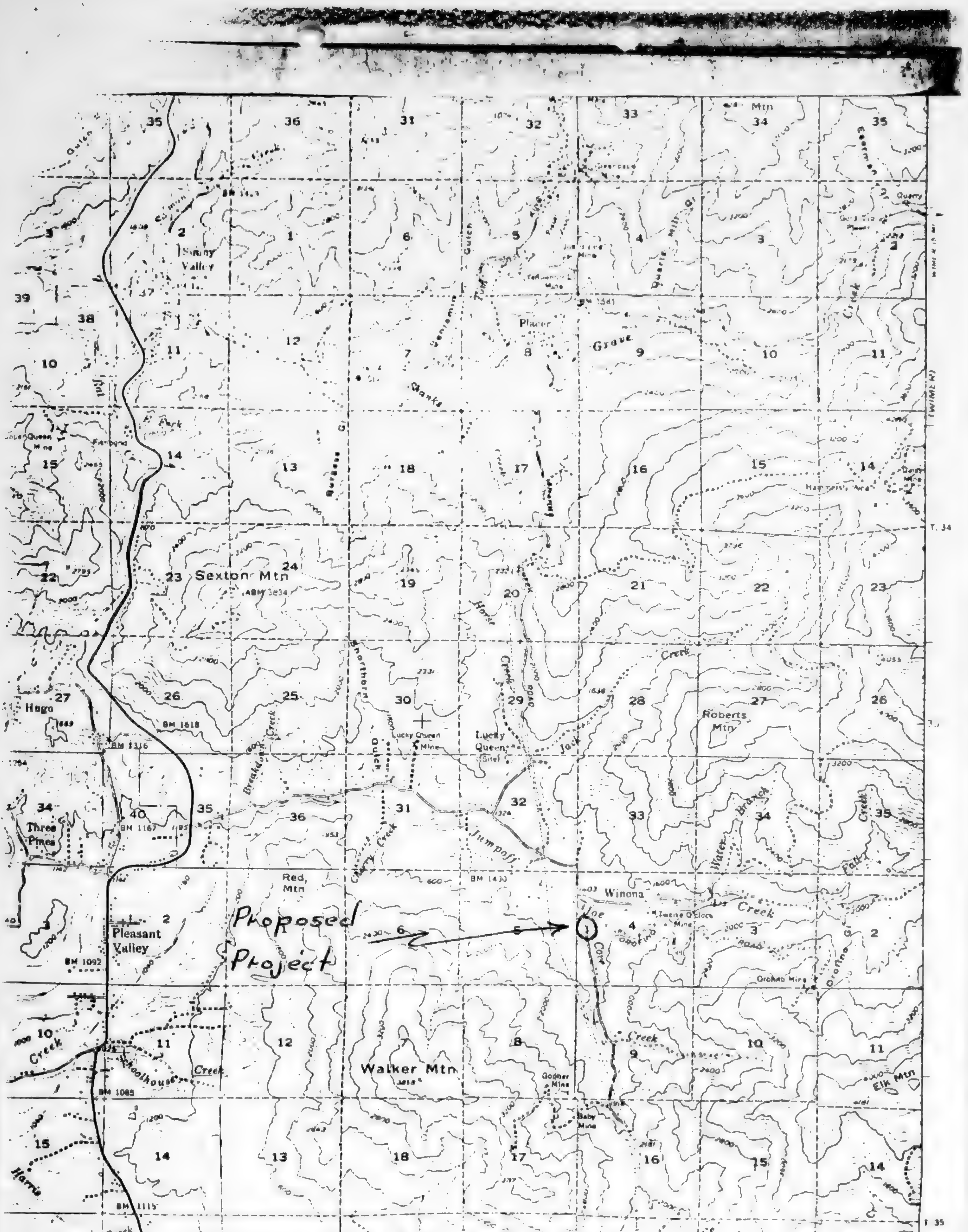
SUBMITTED BY ____________________

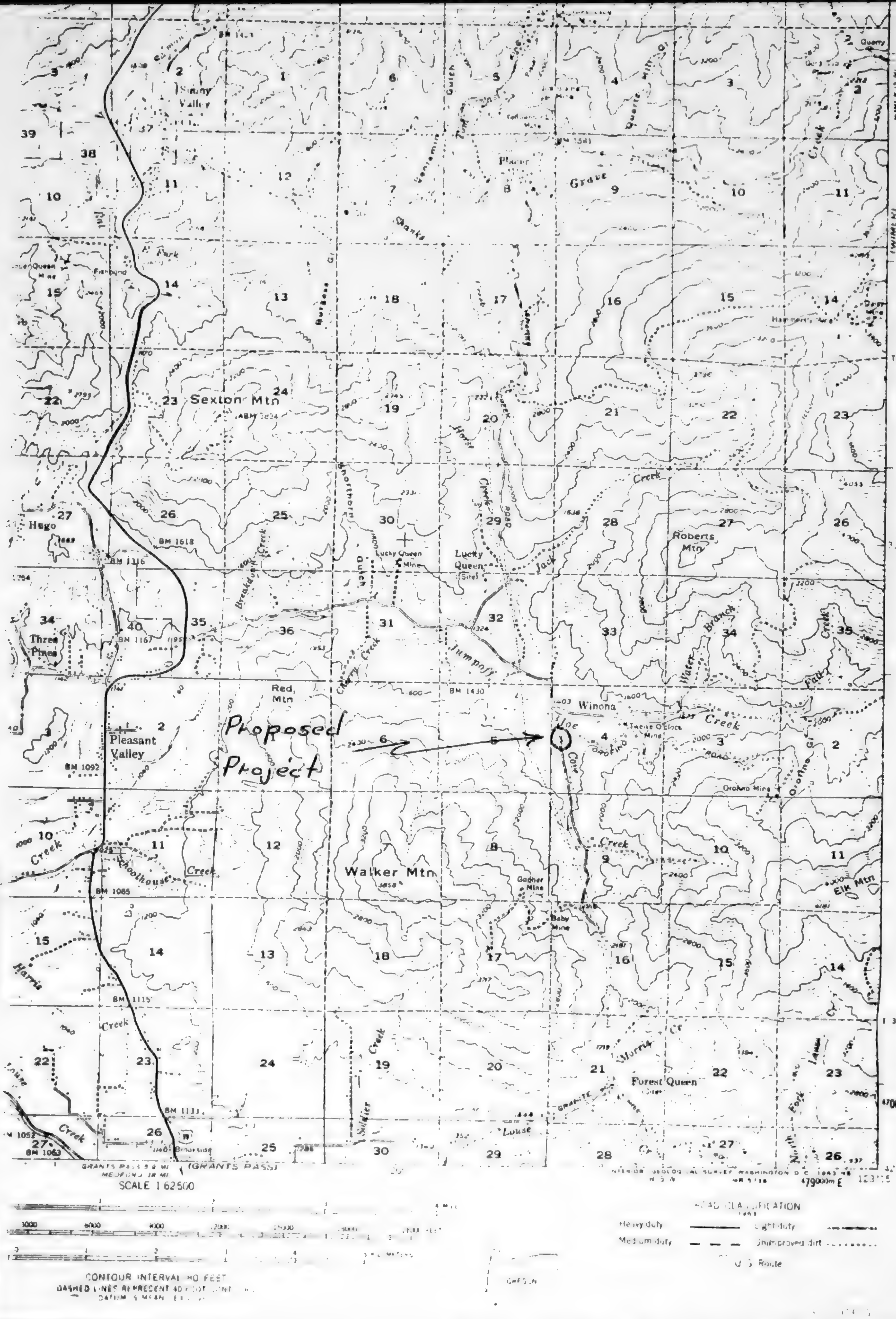

℄
4'
~~11' MIN~~
12' REC.
2" THK. ASPHALT CONCRETE
~~OR~~
~~TWO SHOT OIL MAT~~
3'
SL 0.02'/FT.
SL. 3:1
SL. 1-1/2:1 MAX.
3/4"-0 LEVELING COURSE
3" NOM. COMP. THKN.
SELECTED SUBGRADE
WHEN REQUIRED
1-1/2"-0 BASE COURSE
6" NOM. COMP. THKN.
SL. 3:1
SL. NO

TYPICAL SECTION

COUNTY RURAL ROAD

■ LOCAL ■


Proposed Project
Mtn
35
36
31
32
33
34
35
Creek
Sunny Valley
2
1
6
5
4
3
2
39
38
37
12
7
Placer
Grave
8
9
10
11
Banks
Burgess Gl
Fork
15
14
13
18
17
16
15
14
Hammersley Area
T. 34
22
23
Sexton Mtn
24
19
20
21
22
23
Horse
Creek
Hugo
27
26
25
Shorthorn
30
29
28
27
26
Roberts Mtn
BM 1618
BM 1116
Breakdown Creek
Gulch
Lucky Queen Mine
Lucky Queen (Site)
Jack
34
Three Pines
40
BM 1167
35
36
31
32
33
34
35
Cherry Creek
Jumpoff
Water Branch
Fall Creek
Red Mtn
BM 1430
Winona
Creek
Joe
Twelve O'Clock Mine
Oroflno
Pleasant Valley
2
6
5
4
3
2
BM 1092
Cove
Orofino Gl
Orofino Mine
10
Creek
11
12
7
8
9
10
11
Schoolhouse Creek
Walker Mtn
Gopher Mine
Baby Mine
Elk Mtn
BM 1085
15
Harris
14
13
18
17
16
15
14
BM 1115
Creek
T. 35
22
23
24
Creek
19
20
21
Morris Cr
22
23
Forest Queen (Site)
Granite
Fork
BM 1131
Soldier
26


Proposed Project
Sunny Valley
Placer
Grave
Sexton Mtn
BM 3834
Hugo
Lucky Queen Mine
Lucky Queen (Site)
Roberts Mtn
Three Pines
Jumpoff
Jack
Creek
Water Branch
Fall Creek
Red Mtn
BM 1430
Winona
Joe
Tom
Oronfino
Oroflno Mine
Twelve O'Clock Mine
Pleasant Valley
Schoolhouse
Walker Mtn
Gopher Mine
Baby Mine
Elk Mtn
Harris
Soldier Creek
Morris
Forest Queen (Site)
Louse
North Fork
BM 1618
BM 1316
BM 1167
BM 1092
BM 1085
BM 1115
BM 1133
BM 1052
BM 1063
Brownside
T. 34
T. 35
GRANTS PASS
SCALE 1:62500
CONTOUR INTERVAL 40 FEET
DASHED LINES REPRESENT 40 FOOT CONTOURS
DATUM IS MEAN SEA LEVEL
ROAD CLASSIFICATION
Heavy-duty
Light-duty
Medium-duty
Unimproved dirt
U. S. Route
OREGON
479000m E

OCB0001 Acc 8-21 8

REGON STATE HIGHWAY DEPARTMEN

AUTHORITY FOR SURVEY

Section Cove Creek

Highway FAS A335 (Winona Road)

County Josephine

Date March 4, 1981

Authorization No. 1

Survey Prefix 517-1931 (Assigned by Salem office)

Description of termini, route, length, etc.:

To construct a new bridge across Cove Creek aproximately 50 feet upstream of the existing bridge on Winona Road and relocate road approaches to the new bridge for 400 feet each side of the new bridge. Total Length of the project is .15 miles.

Purpose of survey: To prepard plans, specifications and cost estimate for construction of a new structure and approaches.

Estimate of Costs:

Resident Engineer	(901)	$4,000	Environmental	(923)	200
Final Design	(905)	2,000	Found. Investigation	(926)	1,500
R/W Descriptions	(909)	1,000	Free Bridge Designto Co.	(927)	4,000
Soils & Geology	(910)	500			
Traffic	(911)	200			
Utility Liaison	(914)	200			
Recon & Hydrology	(918)	1,000			
Project Management	(920)	200			
Specifications	(921)	1,500			
Adm. Serv. (Eng.)	(922)	100			

BRS - A335(1)
8-19-81

Approved By OTC 1-27-81 HBR $150,000

INSTRUCTIONS

Submit four copies to Salem. After approval by the State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

RECEIVED
APR 8 1981
LOCATION SECTION

Total estimated cost of survey	$16,400
Previous authorization	0
Additional authorization requested	0
Additional authorization approved (Salem)	0
Total all authorizations approved (Salem)	

Requests made by: Wm Maude Wm.Maude Field Engineer

Recommended for Approval: Division Engineer

Recommended for Approval: Construction Engineer

Approved: State Highway Engineer

State Printing 27925

16400
4000
12400 (.80) = 9920
12400 (.20) = 2480

9656

Form E-39—3M—5-60

OREGON STATE HIGHWAY DEPARTMENT

AUTHORITY FOR SURVEY

Section: Cove Creek Bridge

Highway: FAS A335 (Winona Road)

County: Josephine

Date: March 4, 1981

Authorization No.: 1

Survey Prefix: ______ (Assigned by Salem office)

Description of termini, route, length, etc.:

To construct a new bridge across Cove Creek aproximately 50 feet upstream of the existing bridge on Winona Road and relocate road approaches to the new bridge for 400 feet each side of the new bridge. Total Length of the project is .15 miles.

Purpose of survey: To prepard plans, specifications and cost estimate for construction of a new structure and approaches.

Estimate of cost:

INSTRUCTIONS

Submit four copies to Salem. After approval by the State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey	$11,000.00
Previous authorization	0
Additional authorization requested	0
Additional authorization approved (Salem)	0
Total all authorizations approved (Salem)	

Requests made by: Wm Maude Wm.Maude
Field Engineer

Recommended for Approval:
Division Engineer

Recommended for Approval:
Construction Engineer

Approved:
State Highway Engineer

State Printing 27925

Cove Creek Bridge
FAS A335 (Winona Rd.)
Josephine County

Resident Engineer	901	4,000
Citizens Involvement	902	
Consultants Fees	904	
Final Design	905	
Bridge Design	906	
Preliminary Design	907	
Field Testing Section (Construction)	908	
Right of Way Descriptions	909	
Soils & Geology	910	500
Signing (Traffic Dept)	911	
Landscape Department	912	
Right of Way-Liaison & Relocation	913	
Utility Liaison	914	200
Not to be used with Survey Prefix	915	
Photogrammetry	916	
Inventory Needs	917	
Reconnaissance & Hydrology	918	
Engineering Graphics	919	
Program & Planning Administration	920	
Specifications	921	
Environmental Section	923	
Department of Transportation	924	
Foundation Investigation	926	1,500
Training Courses,Conferences & Seminars	950	
Employee Relocation Assistance Program	955	
Historical Sites Inventory	975	
Public Hearings Charges	980	
EEO Monitoring Expense	985	

ENGINEERING DIVISION
LOCATION: 101 N.W. A STREET
MAILING ADDRESS: COURTHOUSE
TELEPHONE (503) 474-5470

MAINTENANCE OFFICE
201 RIVER HEIGHTS WAY
TELEPHONE (503) 474-5460

JOSEPHINE COUNTY DEPARTMENT OF ROADS
GRANTS PASS, OREGON 97526

February 6, 1981

Mr. Jack Ayers
Regional Federal-Aid Engineer
Oregon State Highway Division
P. O. Box 1128
Roseburg, Oregon 97470

Re: Cove Creek Bridge (Orofino Cr. Br)
on Winona Road
FAS No. A335

Dear Sir:

Please find enclosed an application for reconstruction of a new bridge across Cove Creek approximately 50 feet upstream (Southeast) of the existing bridge on Winona Road and relocate road approaches to the new bridge for 400 feet each side of the new bridge to be funded by Federal Aid Secondary funds.

Also find enclosed an aerial photo, 2 Assessor's maps, 2 bridge reports, zerox copies of 4 photos and 2 typical road sections.

Thank you for your attention to this matter in sending the application to the appropriate authority.

Sincerely,

W. D. Owen

W. D. Owen, Supervisor
Engineering Division

WDO:mf

Enclosures - Application
Aerial Photos
Assessor's Maps
Bridge Reports
Zerox - 4 Photos
Typical Road Sections

7636

OREGON STATE HIGHWAY DIVISIO
PROJECT CATEGORY REQUEST

A. Project Identification:

Date February 4, 1981

Section Cove Creek Bridge (Orofino Cr. Br.)

City

Hwy. No. FAS A 335

Highway Winona Road FAS A 335

Begin M.P. 3.02 Length 800 feet

County Josephine

Program Estimate $85,000

Region 3

Funding Source Federal Bridge Repair Fund

(Attach Sketch Map)

B. Purpose, Need, and Description of Project (Describe Alternatives):

The purpose of the funding request is to replace a deteriorating wooden bridge which has been reported unsafe by Josephine County Bridge Inspector (see inspection report February 1, 1980) and reconstruct road approaches to improve alignment of approach. Replace existing bridge would not improve poor alignment and would require construction of detour.

C. Recommended Project Category and Documentation:

Project Category	Documentation
____ 1	Draft and Final EIS
X 2	Environmental Assessment and Finding of No Significant Impact
____ 3	Categorical Exclusion

Other Documentation:

☐ Wetlands Finding
☐ Cultural Resource Survey
☐ Section 106 Procedures
☐ Noise Study Report
☐ Indirect Source Construction Permit
☐ Section 4(f) Determination

Basis for Recommended Category:

Replacement of an existing bridge with an adjacent structure would have insignificant environmental impact.

D. Descriptions:	Existing Facility	Proposed Facility
Number of Traffic Lanes	2	2
Median (Yes/No)	No	No
Shoulders (Yes/No, Paved, Gravel)	Yes, Gravel	Yes, Paved
Average Daily Traffic (Volume/Year)	400	400
Alignment (New, Combined, Existing)	Sinuous	Improved
Speeds (Posted/Estimated)	None	None

(11-16-79)

E. Preliminary Assessment of Enviromental Impacts:

1. Estimated Right-of-Way Impacts:

Acres	0.55
Estimated Number of Parcels	2
Residential Relocation (No.)	None
Business Relocation (No.)	None

2. Estimated Impact on Land Use: No change of use of the land is anticipated.

3. Estimated Impact on Traffic Volumes, Flow, Patterns, and Safety:

Little additional traffic is anticipated; however, the safety for the public will be substantially improved because of the improved safety provided by a new bridge. of adequate width and improved alignment of approaches.

4. Estimated Impact on Rivers, Stream, Wetlands, Rare or Endangered Species or Other Natural Ecological Resources:

Some temporary silting may occur during construction but will not be detrimental except for temporarily lowering water quality.

5. Estimated Impact on Parks, Historic Properties, or Other Cultural or Scenic Resources:

None

6. Preliminary Identification of Areas of Critical Concern and Controversial Issues:

There may be criticism for removing trees and brush at the new bridge site and along relocated right of way. This detrimental appearance will be temporary, short term results of construction.

Name of Preparer and Phone Number: W. D. Owen, Supervisor, Engineering Division 474-5470

A 335

48

OREGON BRIDGE INVENTORY

Cards 5, 6, & 9 on reverse side

Shaded items = minimum data for bridges not on FA system

SHEET 1 OF 2
DATE SUBMITTED 2-1-80
BY Gary Wallace & Bud Harris

1	2	3	4	5					101		12		13	14	15	16		17		18	19	20	21	22	24	25	26	
STATE	HIGHWAY DISTRICT	COUNTY	CITY	INVENTORY ROUTE					HIGHWAY NUMBER	NOT USED LEAVE BLANK	ROAD SECTION NO. (D.O.D.	BRIDGE LOG)	BR. DESCRIP. (D.O.D. BR. LOG)	DEFENSE MILEPOST	DEFENSE SECTION LENGTH (TENTH MI.)	LATITUDE		LONGITUDE		MIL. VULNERABILITY	BY-PASS DETOUR LENGTH (MI.)	TOLL	CUSTODIAN	OWNER	FEDERAL AID SYSTEM	ADM. JURISDICTION	FUNCTIONAL CLASSIFICATION	NOT USED LEAVE BLANK
																DEG.	MIN.	DEG.	MIN.									
10	11, 12	13, 15	16, 19	20	21	22	23, 27	28	29, 31	32, 37	38, 41	42	43, 44	45, 48	49, 52	53, 54	55, 57	58, 60	61, 63	64	65, 66	67	68	69	70, 71	72	73, 74	75, 80
10	08	033	0000	1	4	2	0A335	0	000		0000	0	00	00.00	000.0	00	00.0	000	00.0	1	14	3	3	3	07	4	05	

27		28		29	31	32		33	34	35	38	39	40	42	43	44	45	46	48	49	50		51	52	41	
YEAR BUILT	YEAR MAJOR RECONSTR'N.	LANES ON STRUCTURE	LANES CROSSED	ADT	DESIGN LOAD	APPROACH ROADWAY WIDTH (FT.)	NOT USED LEAVE BLANK	BR. MEDIAN	SKEW	STRUCT. FLARE	NAVIG. CONTROL	NAVIGATION VERTICAL CLEAR. (FT.)	NAVIGATION HORIZONTAL CLEAR. (FT.)	TYPE SERVICE	STRUCTURE TYPE (MAIN SPANS)	STRUCTURE TYPE (APPROACH)	NUMBER OF MAIN SPANS	NUMBER OF APPROACH SPANS	LENGTH OF MAXIMUM SPAN (FT.)	STRUCTURE LENGTH (FT.)	SIDEWALK WIDTH (TENTH FT.)		ROADWAY WIDTH (TENTH FT.)	DECK WIDTH (TENTH FT.)	OP. STATUS	BLANK
																					LT.	RT.				
9	10, 11	12, 13	14, 15	16, 21	22	23, 25	26, 28	29	30, 31	32	33	34, 36	37, 40	41, 42	43, 44, 45	46, 47, 48	49, 50	51, 54	55, 58	59, 64	65, 67	68, 70	71, 74	75, 78	79	80
0	00	02	00	000400	3	021		0	00	0	0	000	0000	15	702	000	01	0000	0023	000025	00.0	00.0	019.7	020.7	A	

53		54		55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74		75	76	77	78	79	80	81	82	83	
9 9 9 CLEAR. OVER ROADWAY		MINIMUM VERTICAL UNDERCLEAR.		9 9 9 MINIMUM LATERAL UNDERCLEAR (TENTH FT.)		WEAR. SURFACE	DECK	SUPERSTRUCT.	SUBSTRUCT.	CHANNEL	CULVERTS, WALLS	REMAINING LIFE	OPERATING RATING	APPR. ALINEMNT.	INVENTORY RATING	STR. CONDITION	DECK GEOMETRY	UNDERCLEARANC.	SAFE LOAD CAP.	WATERWAY AD.	APPR. ALINE. AD.	YEAR NEEDED	TYPE OF SERVICE ON BRIDGE		TYPE OF WORK	LENGTH OF IMPROVEMENT (FT.)	PROP. DES. LOAD	PROPOSED ROADWAY WIDTH (FT.)	PROPOSED NO. OF LANES	DESIGN ADT	YEAR OF EST. ADT	YEAR OF PROP. RDWY. IMPROVE.	TYPE IMPROVE	NOT USED LEAVE BLANK
FT.	IN.	FT.	IN.	RT.	LT.																													
9	10, 11	12, 13	14, 15	16, 18	19, 21	22	23	24	25	26	27	28, 29	30, 32	33	34, 36	37	38	39	40	41	42	43, 44	45, 46	47	48, 50	51, 55	56	57, 60	61, 62	63, 67	68, 69	70, 71	72	73, 80
9	99	00	00	99.9	99.9	2	3	3	3	6	N	01	236	5	220	2	5	N	3	4	4	80	00	1	311	00025	3	0032	02	00400	77	80	4	

84	850	860	870	880			890		92	93	94				96	
COST OF IMPROVEMENTS (THOUSANDS)	YEAR LAST MAJOR MAINT.	ITEM REPAIRED	ESTIMATED COST NECESSARY MAINTENANCE (DOLLARS)	INSPECTION FREQUENCY		NOT USED LEAVE BLANK	LAST INSPECTION		TRANSVERSE STRUCTURE LENGTH (FT.)	INSIDE HEIGHT (TENTH FT.)	CODE COST PREFIX				MAINTENANCE NOTES	LEAVE BLANK
							MO.	YR.								
12	13, 14	15, 16	17, 22	23, 24	25	26, 31	32, 33	34, 35	36, 38	39, 41	42, 44	45, 46	47, 48	49, 50	51, 79	80
0040	00	00	037639	71	3		01	80	000	00.0	000	20	40	20	REPIACE BRIDGE NOW	

HIGHWAY A335

M.P. 3.48

OREGON BRIDGE INVENTORY

Cards 5, 6, & 9 on reverse side

Shaded items = minimum data for bridges not on FA system

SHEET 1 OF 2
DATE SUBMITT
BY Gary Walk

8			1	2	3	4	5					101		12		13	14	15	16		17		18	19	20	21	22	24	2
BRIDGE NO.		CARD NO.	STATE	HIGHWAY DISTRICT	COUNTY	CITY	INVENTORY ROUTE					HIGHWAY NUMBER	NOT USED LEAVE BLANK	ROAD SECTION NO. (D.O.D.	BRIDGE LOG)	BR. DESCRIP. (D.O.D. BR. LOG)	DEFENSE MILEPOST	DEFENSE SECTION LENGTH (TENTH MI.)	LATITUDE		LONGITUDE		MIL VULNERABILITY	BY-PASS DETOUR LENGTH (MI.)	TOLL	CUSTODIAN	OWNER	FEDERAL AID SYSTEM	ADM. JURISDICTION
																			DEG.	MIN.	DEG.	MIN.							
1 5	6	7	8 10	11 12	13 15	16 19	20	21	22	23 27	28	29 31	32 37	38 41	42	43 44	45 48	49 52	53 54	55 57	58 60	61 63	64	65 66	67	68	69	70 71	72
33C31		1	410	08	033	0000	1	4	2	0A335	0	000		0000	0	00	0000	0000	00	000	000	000	1	14	3	3	3	07	4

8			27		28		29	31	32		33	34	35	38	39	40	42	43	44	45	46	48	49	50		5
BRIDGE NO.		CARD NO.	YEAR BUILT	YEAR MAJOR RECONSTR'N.	LANES ON STRUCTURE	LANES CROSSED	ADT	DESIGN LOAD	APPROACH ROADWAY WIDTH (FT.)	NOT USED LEAVE BLANK	BR. MEDIAN	SKEW	STRUCT. FLARE	NAVIG. CONTROL	NAVIGATION VERTICAL CLEAR. (FT.)	NAVIGATION HORIZONTAL CLEAR. (FT.)	TYPE SERVICE	STRUCTURE TYPE (MAIN SPANS)	STRUCTURE TYPE (APPROACH)	NUMBER OF MAIN SPANS	NUMBER OF APPROACH SPANS	LENGTH OF MAXIMUM SPAN (FT.)	STRUCTURE LENGTH (FT.)	SIDEWALK WIDTH (TENTH FT.)		ROADWAY
																								LT.	RT.	
1 5	6	7	8 9	10 11	12 13	14 15	16 21	22	23 25	26 28	29	30 31	32	33	34 36	37 40	41 42	43 44 45	46 47 48	49 50	51 54	55 58	59 64	65 67	68 70	71
33C31		2	40	00	02	00	000400	3	021		0	00	0	0	000	0000	15	702	000	01	0000	0023	000025	000	000	01

8			53		54		55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74		75	76	77	78	79	80	81	82	8
			9 9	9 9			9 9 9																													
BRIDGE NO.		CARD NO.	MIN. VERT. CLEAR. OVER ROADWAY		MINIMUM VERTICAL UNDERCLEAR.		MINIMUM LATERAL UNDERCLEAR (TENTH FT.)		WEAR. SURFACE	DECK	SUPERSTRUCT.	SUBSTRUCT.	CHANNEL	CULVERTS, WALLS	REMAINING LIFE	OPERATING RATING	APPR. ALINEMNT.	INVENTORY RATING	STR. CONDITION	DECK GEOMETRY	UNDERCLEARANC	SAFE LOAD CAP.	WATERWAY AD.	APPR. ALINE. AD.	YEAR NEEDED	TYPE OF SERVICE ON BRIDGE		TYPE OF WORK	LENGTH OF IMPROVEMENT (FT.)	PROP. DES. LOAD	PROPOSED ROADWAY WIDTH (FT.)	PROPOSED NO. OF LANES	DESIGN ADT	YEAR OF EST. ADT	YEAR OF PROP. RDWY. IMPROVE.	TYPE IMPROVE
			FT.	IN.	FT.	IN.	RT.	LT.																												
1 5	6	7	8 9	10 11	12 13	14 15	16 18	19 21	22	23	24	25	26	27	28 29	30 32	33	34 36	37	38	39	40	41	42	43 44	45 46	47	48 50	51 55	56	57 60	61 62	63 67	68 69	70 71	72
33C31		3	99	99	00	00	99.9	99.9	2	3	3	3	6	N	01	236	5	220	2	5	N	3	4	4	80	00	1	311	00025	3	0032	02	00400	77	80	4

8			84	850	860	870	880			890		92	93	94				96
BRIDGE NO.		CARD NO.	COST OF IMPROVEMENTS (THOUSANDS)	YEAR LAST MAJOR MAINT.	ITEM REPAIRED	ESTIMATED COST NECESSARY MAINTENANCE (DOLLARS)	INSPECTION FREQUENCY		NOT USED LEAVE BLANK	LAST INSPECTION		TRANSVERSE STRUCTURE LENGTH (FT.)	INSIDE HEIGHT (TENTH FT.)	CODE COST PREFIX				MAINTENANCE NOTES
										MO.	YR.							
1 5	6	7	8 12	13 14	15 16	17 22	23 24	25	26 31	32 33	34 35	36 38	39 41	42 44	45 46	47 48	49 50	51
33C31		4	00040	00	00	037639	71	3		01	80	000	000	000	20	40	20	REPIACE BRIDGE NOW

A335
.48

OREGON BRIDGE INVENTORY

Cards 1, 2, 3, & 4 on reverse side

Shaded items = minimum data for bridges not on FA system

SHEET 2 OF 2
DATE SUBMITTED 2-1-89
BY G. Wallace & B. Harris

6	7	9	10		
			9 9	9 9	
FEATURES INTERSECTED	FACILITY CARRIED	LOCATION	VERTICAL CLEARANCE FT.	VERTICAL CLEARANCE IN.	LEAVE BLANK
8 – 32	33 – 50	51 – 75	76, 77	78, 79	80
OROFINO CREEK	A335	WINONA ROAD	99	99	

11			11A		30	85	86	87	88		91					10A		47	47A	95					36			
											PAINT PROGRAM									FOR DESCRIPTION, SEE					SAFE FEATUR.			
MILE POST			ALTERNATE MILE POST		YEAR OF ADT	PRELIM. ENG. COST (THOUSANDS)	DEMOLITION COST (THOUSANDS)	SUB-STRUCTURE COST (THOUSANDS)	SUPER-STRUCTURE COST (THOUSANDS)	LEAVE BLANK	ZONE	TYPE STEEL	STEEL WEIGHT (TONS)	YEAR LAST PAINTED	YEAR NEED PAINTING	OPPOSITE VERTICAL CLEARANCE FT.	OPPOSITE VERTICAL CLEARANCE IN.	TOTAL HORIZONTAL CLEARANCE (TENTH FT.)	OPPOSITE TOTAL HORIZONTAL CLEARANCE (TENTH FT.)	HWY. NO.			MILE POST		BR. RAIL	TRANS.	APP. G.R.	G.R. TERM.
8	9 – 13	14	15	16	17 – 21	22	23, 24	25 – 27	28 – 30	31 – 35	36 – 40	41	42	43	44 – 47	48, 49	50, 51	52, 53	54, 55	56 – 60	61 – 65	66 – 68	69	70	71 – 75	76	77	78	79	80
	003.48				.		77	000	000	00000	00000		0	0	0000	00	00			.	.				.		0	0	0	0

ge from inventory:

bridge number on card 9,

all other cards (1 through 6) blank.

DELETE BRIDGE
POSITIONS 8 THRU 80 NOT USED-LEAVE BLANK

8 80

HIGHWAY A335
M.P. 3.48

OREGON BRIDGE INVENTORY

Cards 1, 2, 3, & 4 on reverse side

Shaded items = minimum data for bridges not on FA system

SHEET 2 OF 2
DATE SUBMITT
BY G. Wallace 3

8		6	7	9
BRIDGE NO.	CARD NO.	FEATURES INTERSECTED	FACILITY CARRIED	LOCATION
1 5 6	7	8 32	33 50	51
33C31	5	OROFINO CREEK	A335	WINONA ROAD

8		11	11A	30	85	86	87	88		91					10A		47	47A	95	
										PAINT PROGRAM									FOR DESCRIPTION	
BRIDGE NO.	CARD NO.	MILE POST	ALTERNATE MILE POST	YEAR OF ADT	PRELIM. ENG. COST (THOUSANDS)	DEMOLITION COST (THOUSANDS)	SUB-STRUCTURE COST (THOUSANDS)	SUPER-STRUCTURE COST (THOUSANDS)	LEAVE BLANK	ZONE	TYPE STEEL	STEEL WEIGHT (TONS)	YEAR LAST PAINTED	YEAR NEED PAINTING	OPPOSITE VERTICAL CLEARANCE FT.	IN.	TOTAL HORIZONTAL CLEARANCE (TENTH FT.)	OPPOSITE TOTAL HORIZONTAL CLEARANCE (TENTH FT.)	HWY. NO.	MILE PO
1 5 6	7	8 9 13 14 15 16	17 21 22	23 24	25 27	28 30	31 35	36 40	41	42	43	44 47	48 49	50 51	52 53	54 55	56 60	61 65	66 68	69 70 71
33C31	6	003.48	.	77	000	000	00000	00000		0	0	0000	00	00			.	.		

To delete bridge from inventory:

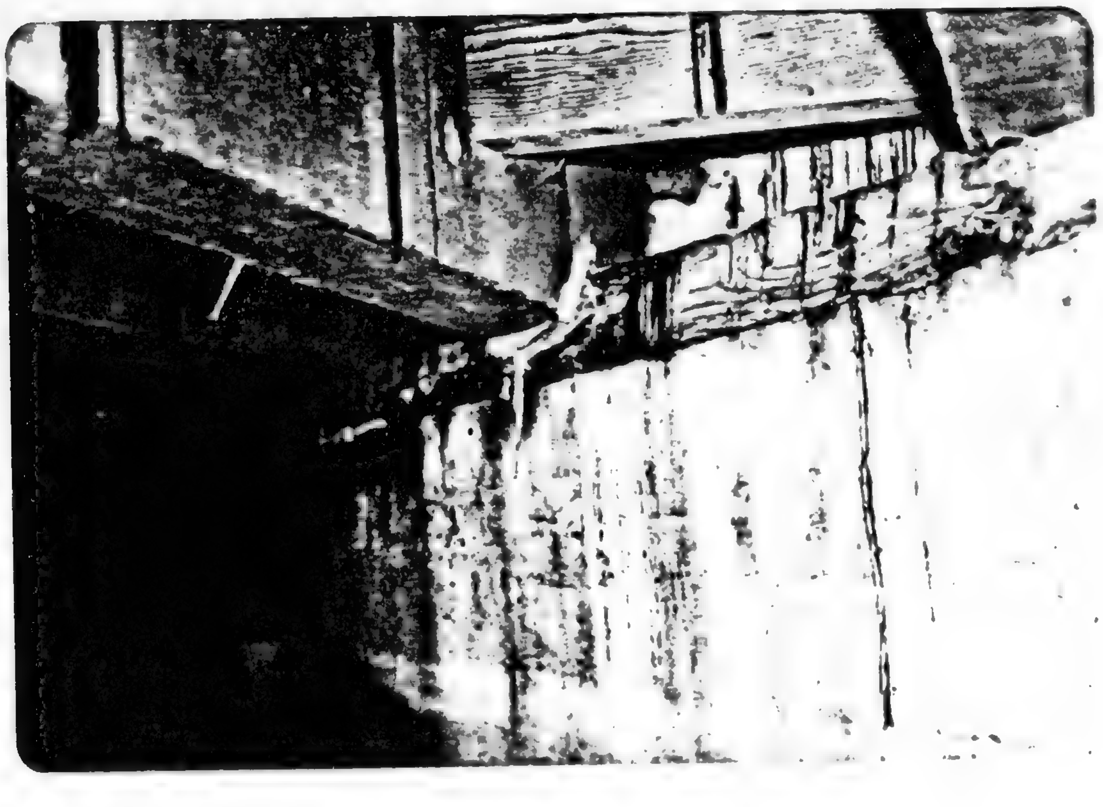
1. Enter bridge number on card 9,
2. Leave all other cards (1 through 6) blank.

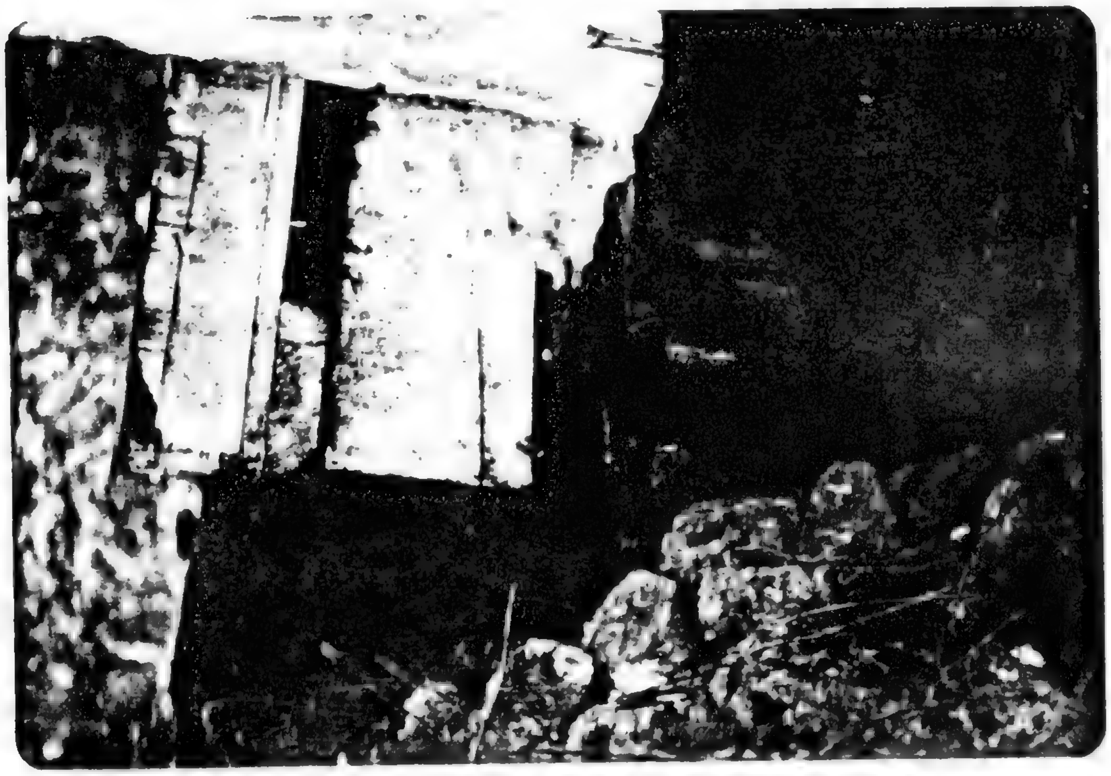
8		
BRIDGE NO.	CARD NO.	DELETE BRIDGE POSITIONS 8 THRU 80 NOT USED-LEAVE BLANK
1 5 6	7	8
	9	

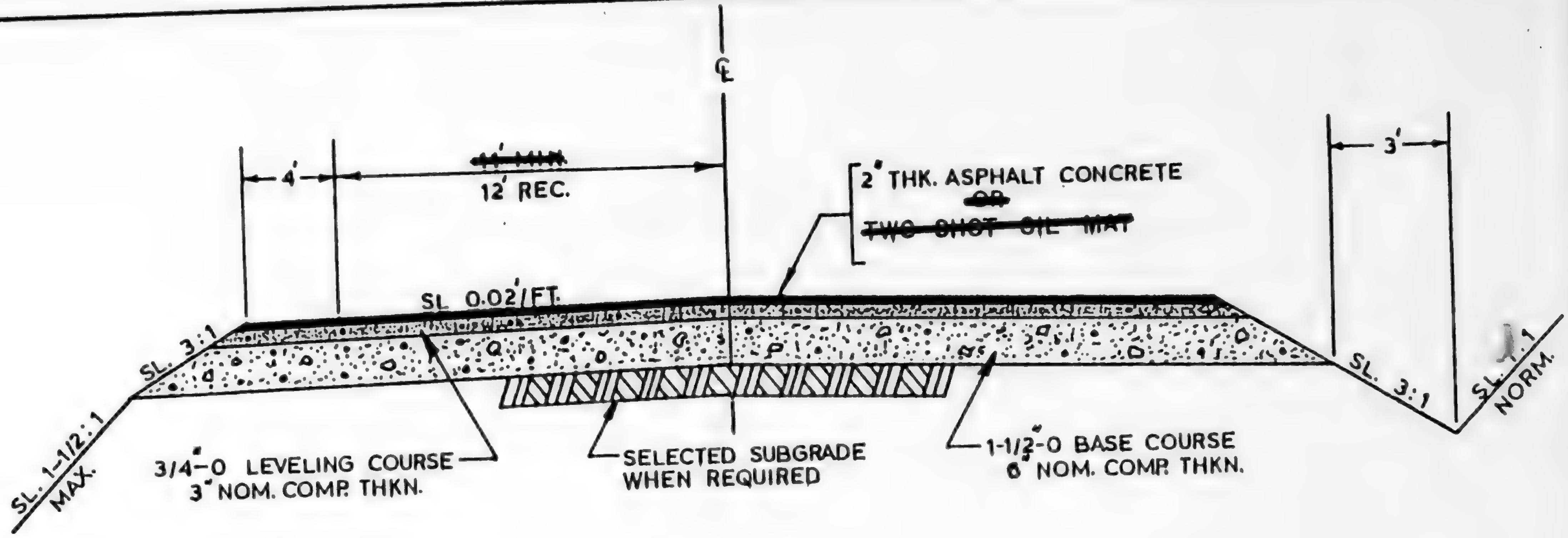
Form 81-734-3947

```
  1. 410                             BRIDGE INVENTORY      02/27/80   PAGE  66
  2. 08
  3. 033                                                  8. BRIDGE NUMBER 33C31
  4. 0000                                               101. 000
  5. 1420A3350                                           11.  00348
  6. OROFIND  CREEK                                     890. 0180
  7. A335                                  53. 9999
  9. WINONA    ROAD                        54. 0000       77. 3
 10. 9999            31. 3                 55. 999        78. 0032
 10A.                32. 021               56. 999        79. 02
 11A.                33. 0                 57. 2          80. 00400
 12. 00000           34. 00                  58. 3        81. 77
 13.                 35. 0                   59. 3        82. 80
 14. 0000            36. 0000                60. 3        83. 4
 15. 0000            38. 0                   61. 6        84. 00040
 16. 00000           39. 000                 62. N        85. 000
 17. 000000          40. 0000              63. 01         86. 000
 18. 1               41. A                 64. 236        87. 00000
 19. 14              42. 15                  65. 5        88. 00000
 20. 3               43. 702               66. 220        91. 0000000000
 21. 3               44. 000                 67. 2        92. 000
 22. 3               45. 01                  68. 5        93. 000
 24. 07              46. 0000                69. N        94. 000204020
 25. 4               47.                     70. 3
 26. 05              47A.                    71. 4
 27. 4000            48. 0023                72. 4       850. 00
 28. 0200            49. 000025            73. 80        860. 00
 29. 000400          50. 000000            74. 1         870. 037639
 30. 77              51. 0197              75. 311       880. 713
                     52. 0207              76. 00025

 96.  REPLACE BRIDGE NOW                                   95.
```

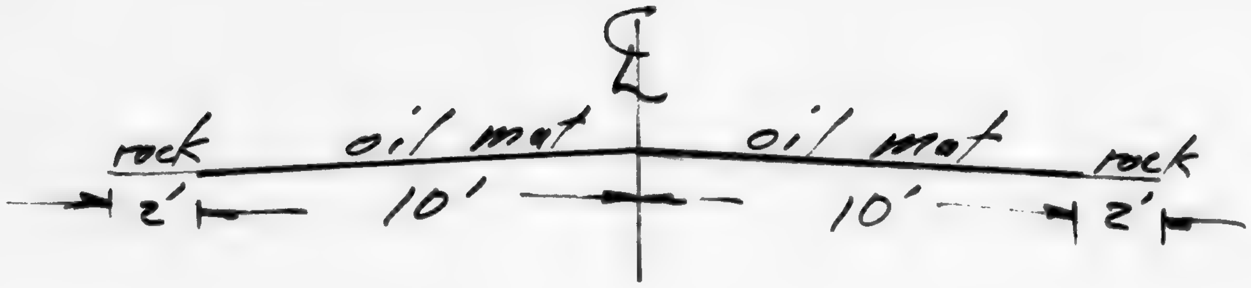





℄
4'
~~11' MIN.~~
12' REC.
2" THK. ASPHALT CONCRETE
~~OR~~
~~TWO SHOT OIL MAT~~
3'
SL. 0.02'/FT.
SL. 3:1
SL. 1-1/2:1 MAX.
SL. 3:1
SL. 1:1 NORM.
3/4"-0 LEVELING COURSE
3" NOM. COMP. THKN.
SELECTED SUBGRADE
WHEN REQUIRED
1-1/2"-0 BASE COURSE
6" NOM. COMP. THKN.

TYPICAL SECTION
COUNTY RURAL ROAD

■ LOCAL ■


℄
rock
oil mat
oil mat
rock
2'
10'
10'
2'

TYPICAL SECTION
of
EXISTING ROAD

WINONA ROAD
COVE CREEK SECTION
SECTION 4, T35S, R5W
JOSEPHINE COUNTY
OREGON

ORIGINAL

FEDERAL AID PROJECT REQUEST

Date February 4, 1981

Applicant Agency Josephine County, Oregon

Request for: Off-System ____, FAS-C X , FAUS ____ Project Highway Bridge Replacement

Federal Aid Route No. A 335 Route Name Winona County Road HBR Funds

Project Name Cove Creek Bridge - corrected from Orofino Creek Bridge (Orofino Cr. Br.)

Project Length 800 feet Project Location (Attach sketch map)

Project Description Construct a new bridge across Cove Creek approximately 50 feet upstream (S.E.) of the existing bridge on Winona Road and relocate road approaches to the new bridge for 400 feet each side of the new bridge.

Average Daily Traffic 400 Design Speed 40 MPH

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 24 feet Travel Lanes 2 - 10 feet Shoulders 2 foot wide

Medians none Parking none

Sidewalks none

Remarks Typical old rural oil mat county road, sinuous in alignment and abrupt changes in grade.

2. Desired Roadway Cross Section: (Attach sketch)

Width 32 feet Travel Lanes 2 - 12 foot wide Shoulders 4 foot wide

Medians none Parking none

Curbed none Length Curb Radii none

Sidewalk/Bikeway none

Remarks Shown on the functional highway classification system as a rural collector road.

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 60 feet Minimum ____ Maximum ____

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes ____ No X

3. Will additional right-of-way be needed? Yes X No ____
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes ____ No X
Remarks Additional right of way will be necessary at the bridge site relocation and new approaches.

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

none

2. **Proposed Signalization:**

Location none

Type
Phases
Type of Suspension
Interconnected
Remarks

3. **Permanent Signing:**

Include in project or by applicant? Signs indicating location of Curve and bridge will be furnished and installed by applicant.

4. **Permanent Striping:**

Include in project or by applicant? Striping will be done by the applicant.

IV. ILLUMINATION DATA

1. **Existing Illumination and Location:**

none

2. **Proposed Illumination:**

Location none
Type

Remarks

V. STRUCTURE DATA

1. **Existing Structure:** Approximately 1800 feet South of Jump Off Joe Creek Road in

Location W½ of W½ of Sec. 4, Twp. 35 S., R. 5 W.W.M. Josephine County, Oregon
Type Wooden stringers and deck, concrete abutment
Approach Roadway Width 21 feet **Shoulder Width** none
Length 25 feet **Width** 21 feet
To remain in place? No - to be removed following construction of new bridge.

2. **Proposed Structure:**

Location Locate approximately 50 feet S.E. (upstream) from existing bridge.

Approximate Size: **Length** 30 feet **Width** 32 feet out to out

Are sidewalk/bikeways desired: No

Are any utilities to be attached to structure? Utilities are permitted at the request of the utilities.

Are provisions for illumination desired? No

Are there any unusual or complicating conditions? No

Remarks

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes ______ No X

Name of Railroad
Existing Crossing Protection

2. Will existing railroad crossing be altered?

Remarks

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement County Planning Office
Office
2. Environmental County Department of Environmental Health
Office
3. Public Hearing Engineering Division, Public Works
Office

Remarks Relocation of the new bridge adjacent to the existing bridge will not cause any significant environmental impact.

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

Applicant ______ State X. Consultant ______

2. Project construction engineering to be performed by:

Applicant X State__________ Consultant__________

3. Will applicant perform any work prior to or after award of contract?
Yes X No__________
If "yes," describe briefly: Josephine County will provide field surveys and construction staking and right of way negotiations.

4. Applicant's estimate of cost for requested project:

Roadway Work	$ 24,000.00
Right-of-way costs (if participating)	0.00
Traffic control	0.00
Illumination	0.00
Structures	50,000.00
Railroad	0.00
Other__________	
Preliminary engineering	11,000.00
PROJECT TOTAL	$ 85,000.00

Remarks__________

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF __________ and/or JOSEPHINE COUNTY

By__________ By William E. Ford

By__________ By Harold L. Haugen

By Mary E. Bernadetti

February 4, 1981

(1976)

1983 Beatty Slough Bridge Sec. 9637
of Coleman Valley Rd. SE of Lakeview.
(Base and Structure)

9637

HIGHWAY DIVISION [illegible]

		AGE 02	CURRENT DOCUMENT NUMBER 3460-27
YOUR ORDER NUMBER	BILLING REQ. NUMBER CA 5902	DATE 10-5-87	VENDOR NUMBER 0000610195-00

Lake County Roadmaster
P. O. Box 908
Lakeview, Oregon 97630

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
434 TRANSPORTATION BUILDING
SALEM OR 97310-0780

T.C.	E.A. SUB JOB	SPECD	ORG. UNIT	OBJ DTL	ACT.	REVENUE SOURCE	AGY. SRC.	AMOUNT
617	C5191929-011	L02	7144			844010	10	$ 453.81

PROG	APP SYM	FUND CODE	FUND DETAIL	FUND SOURCE

FOLD

DESCRIPTION:	TOTAL PRICE
Final Settlement a BRS-B326 (192), Beatty Slough Bridge Section, Agreement # 7716,	
Total Participating Project Cost	$ 169,402.43
Less: Federal Funds	(135,521.94)
Less: Advance Deposit	(34,850.00)
Plus: Non Participating Project Cost	1,423.32

GL 1140

SPECIAL INSTRUCTIONS (FOR ACCOUNTING USE ONLY)

TOTAL AMOUNT DUE $ 453.81

734-1150 (11-86)

IF YOU HAVE QUESTIONS ABOUT THIS INVOICE PLEASE CONTACT: Diane Galida (INVOICE PREPARER) PH. 378-5035

9637

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: July 9, 1987

COUNTY: Lake AGREEMENT NO: 7716 PROJECT NO: BRS-B326(1&2)

CONTRACT NO: 9637 SECTION: Beatty Slough Bridge Section

PRELIMINARY ENGINEERING PREFIX C519-1929

	Participating	Non Participating
Project Manager	$ 526.49	$ 1,423.32
Final Design	2,808.12	
Region Geology	168.64	
Right of Way Liaison	11.11	
Location	1,086.84	
Program Section	88.58	
Administrative Services	66.78	
Environmental Section	56.64	
Structural Foundations	3,823.17	
Free Bridge Design	3,125.92	
Free Specification & Plans	1,099.17	
R/W Utility Engineer	21.59	
Hydraulics	1,455.27	
Training	114.57	
Total P.E. Cost	$ 14,452.89	$ 1,423.32
Less Free Bridge Design & Spec.'s	4,225.09	---
Total P.E. Cost Chargeable to County	$ 10,227.80	$ 1,423.32

CONSTRUCTION PREFIX C519-1061 & C09637

Payment to Contractor	$141,232.52	$
Liquidated Damages	(2,850.00)	
Field Engineer	13,172.43	
Program Section	18.18	
Materials Testing	5,852.90	
Technical Services	915.36	
Construction Section	328.46	
Region Engineer's Office	393.11	
Accounting	111.67	
Total Construction Cost	$159,174.63	$ -0-

SUMMARY

Total Participating P.E. Cost		$ 10,227.80
Total Participating Const. Cost		159,174.63
Total Participating Cost		$169,402.43
Federal Funds		
P.E. (80%)	$ 8,182.24	
Const. (80%)	127,339.70	$(135,521.94)
Subtotal		33,880.49
Plus Non Participating County Cost		1,423.32
Less County's Advance Deposits		
P.E. AD #82-86	$ 3,000	
Const. AD #83-27	31,850	(34,850.00)
BALANCE DUE FROM COUNTY		$ 453.81

MKS:me

ORIGINAL

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.

STATE VOUCHER NO.

DATE

FHWA SCHEDULE NO.

PAID BY

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Building, Salem, OR 97310

STATE Oregon

FEDERAL AID PROJECT NO. BRS-B326(2)

PROGRAM APPROVED

VOUCHER PERIOD From: 2/20/83 To: 10/22/84

FINANCIAL DATA

	TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
114	−10.743.46 169,918.09	169,918.09	80%	135,934.47	135,934.47	-0-

The undersigned State highway agency certifies as follows: The above-mentioned project has been completed; the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.

159,174.63

SIGN ORIGINAL ONLY

Oregon *State Highway Agency*

By Controller *Authorized Officer*

4/24/87 *Date*

I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.

Amount submitted $ 0.00

Adjustments $

Amount Approved $

SIGN ORIGINAL COPY

Signature of Authorized FHWA Representative *Date*

Form FHWA-1447 (4-78) PREVIOUS EDITIONS ARE OBSOLETE

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PAGE     29

                              JOB COST SUMMARY RUN ON
                     EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                             PAYROLL CHARGES ARE LOADED
                           CHARGES ARE CURRENT TO 06/20/87

                                             CREW    MSA          CURRENT       BALANCE TO
EA        SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD          MONTH           DATE
--        ------ -------- ---------- ------ -----         -------       ----------
C09637    000     920      001        0631                                    40.22
OBJ-DETAIL 001                                                                40.22

ACTIVITY   920                                                                40.22 SUB

SUB-JOB    000 SUBTOTAL                                                       40.22

C09637    011                         4000                               159,134.41 ***
OBJ-DETAIL                                                               159,134.41

C09637    011              507        0521                                10,743.46
OBJ-DETAIL 507                                                            10,743.46

ACTIVITY                                                                 169,877.87 SUB

C09637    011     900      598        0521                                    42.75
C09637    011     900      598        0521   SF04                            -38.75
C09637    011     900      598        0521   SF07                             -4.00
OBJ-DETAIL 598

ACTIVITY   900                                                                      SUB

SUB-JOB    011 SUBTOTAL                                                  169,877.87

EA         C09637 TOTAL                                                  169,918.09


*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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N ON
IL CREW-NUMBER
 LOADED
 06/20/87

         CURRENT       BALANCE TO
D         MONTH           DATE
-        -------       ----------
                            40.22
                            40.22

                            40.22 SUBTOTAL

                            40.22

                       159,134.41 ***
                       159,134.41

                        10,743.46
                        10,743.46

                       169,877.87 SUBTOTAL

                            42.75
                           -38.75
                            -4.00


                                  SUBTOTAL

                       169,877.87

                       169,918.09



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ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                                           JUNE 1985        PAGE  432

                                                                                    FISCAL            GRAND TOTAL      ACTIVE  YRS
        DESCRIPTION                 PREFIX  FUNCTION SUB F.  GR   CURRENT MONTH    YEAR TO DATE        TO DATE         BEG     END
                                 518    1019      920    00 P 1            .22CR           46.85            46.85     85      85
                                 518    1019      921    00 P 1                             5.60             5.60     85      85
                                 518    1019      940    00 P 1          630.41           844.41           844.41     85      85
                                 518    1019      941    00 P 1          817.31         3,260.56         3,260.56     85      85
                                 518    1019      941    00 N 1           42.00            42.00            42.00     85      85
                                 518    1019      942    00 P 1             .62            57.68            57.68     85      85
                                 518    1019      944    00 P 1            3.87CR         868.63           868.63     85      85
                                 518    1019      945    00 P 1             .14CR          29.94            29.94     85      85
                                 518    1019      946    00 P 1           64.64           414.33           414.33     85      85
                                 518    1019      948    00 P 1          412.72           412.72           412.72     85      85
                                                  TOT       P1        12,274.67       115,270.28       115,270.28
                                                  TOT       N1            42.00            42.00            42.00
                                               ** JOB TOTALS **      12,316.67  **   115,312.28  **   115,312.28  **

  BEATTY SLOUGH BRIDGE          CONT NO 9637   FA PROJ NOS BRS B326002.100                                           STATE
                                 519    1061      201    00 P 1                           700.00CR     141,232.52     83      84
                                 519    1061      203    00 P 1                                          2,850.00CR   83      83
                                 519    1061      204    00 P 1                           500.00                      83      84
                                 519    1061      296    00 N 9                              .62CR     127,307.53CR   83      84
                                 519    1061      298    00 N 9                              .62       127,307.53     83      84
                                 519    1061      900    00 P 1                                         13,089.46 +42D  83      84
                                 519    1061      900    04 P 1                                            ~~38.75~~      83      83
                                 519    1061      900    07 P 1                                             ~~4.00~~      83      83
                                 519    1061      920    00 P 1                                             18.18     83      83
                                 519    1061      940    00 P 1                                          2,724.08     83      84
                                 519    1061      941    00 P 1                                            293.67     83      84
                                 519    1061      942    00 P 1                                          2,835.15     83      84
                                 519    1061      944    00 P 1                                            915.36     83      84
                                 519    1061      945    00 P 1                                            328.46     83      84
                                 519    1061      946    00 P 1                                            393.11     83      84
                                 519    1061      948    00 P 1                                            111.67     83      84
                                                  TOT       P1                            200.00CR     159,134.41
                                               ** JOB TOTALS **                   **      200.00CR**   159,134.41  **

  DEXTER LK S BR & HILL HWY     CONT NO 5021 * FA PROJ NOS RS  A462001  76                                           STATE   24
                                 520    1029      201    00 P 1                                      1,026,081.54     79      81
                                 520    1029      201    00 N 7                                        283,141.41     81      82
                                 520    1029      208    00 N 1                                             29.01CR   81      81
                                 520    1029      208    00 N 7                                              9.16CR   81      81
                                 520    1029      270    01 P 1                                            819.71     80      82
                                 520    1029      270    01 N 1                                             44.95     81      82
                                 520    1029      270    01 N 7                                            864.67     82      82
                                 520    1029      270    02 P 1                                            720.74     80      83
                                 520    1029      270    02 N 7                                            720.74     82      32
                                 520    1029      270    03 N 7                                          1,965.09     82      82
                                 520    1029      296    00 N 7                                         16,510.73CR   81      82
                                 520    1029      296    00 N 9                                      1,075,263.92CP   79      33
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REPORT NO: FMBL003-1
SEQ: FEDERAL APPROPRIATION, FEDERAL
PROJECT, AGREEMENT, EA-SUBJOB

OREGON DEPARTMENT OF TRANSPORTATION
FINANCIAL MANAGEMENT SYSTEM
OREGON STATE HIGHWAY DIVISION
FHWA BILLING VOUCHER

RUN 06/17/87 23:13

FEDERAL APPROPRIATION: 114

AGREEMENT EA/SUBJOB	TOTAL COSTS TO DATE	AMOUNT PREV CLAIMED	--PARTICIPATION-- AMOUNT	PERCENT	AGREEMENT AMOUNT	FEDERAL SHARE	-ADJUSTMENT- AMOUNT	CODE	VOUCHER AMOUNT
FEDERAL PROJECT: BRS -B326-001 ******************************									
F02990									
C5191929-010	1,423.32	.00	.00						
C5191929-011	14,452.89	11,562.31	14,452.89						
AGREEMENT TOTALS	15,876.21	11,562.31	14,452.89	80.00	11,562.31	11,562.31	.00		.00
FED PROJ TOTALS	15,876.21	11,562.31	14,452.89		11,562.31	11,562.31	.00		.00
FEDERAL PROJECT: BRS -B326-002 ******************************									
F02989									
C09637 -000	40.22	.88	40.22						
C09637 -011	169,877.87	135,933.59	169,877.87						
AGREEMENT TOTALS	169,918.09	135,934.47	169,918.09	80.00	135,934.47	135,934.47	.00		.00
FED PROJ TOTALS	169,918.09	135,934.47	169,918.09		135,934.47	135,934.47	.00		.00
FEDERAL PROJECT: BRS -B381-004 ******************************									
F04295									
C10313 -000	23,485.18	27,725.27	23,485.18						
C10313 -001	10.00	.00	.00						
C10313 -010	66.98	.00	.00						
C10313 -011	138,451.26	101,823.88	138,451.26						
AGREEMENT TOTALS	162,013.42	129,549.15	161,936.44	80.00	137,118.00	129,549.15	.00		.00
FED PROJ TOTALS	162,013.42	129,549.15	161,936.44		137,118.00	129,549.15	.00		.00
FEDERAL PROJECT: BRS -B435-001 ******************************									
F02953									
C5141907-000	23,439.85	[illegible],348.85	23,439.85						
C5141907-001	279.47	.00	.00						
C5141907-010	1.04	.00	.00						
C5141907-011	39,952.68	46,365.17	39,952.68						

CONTRACT PAYMENT VOUCHER - COVER SHEET

OREGON STATE HIGHWAY DIVISION

PAYEE A K LUNDMARK & SON INC 30908 SW WALL ST COLTON OR 97017	VOUCHER DATE 6-1-84	TOTAL AMOUNT $ <200.00>
CONTRACT NO. 9637	ESTIMATE NO. 7 FINAL	APPROVED: Designated Authority
PERIOD COVERED: TO 11-9-83		

FINAL OR POST FINAL VOUCHERS ONLY

CONTRACTORS CERTIFICATE

I, ______________________ (Name) CERTIFY THAT I AM ______________________ (Capacity)

FOR ______________________ (Firm or Corp.) THAT I HAVE KNOWLEDGE OF THE WITHIN DESCRIBED AND ATTACHED CLAIM; THAT THE FOREGOING ACCOUNT IS CORRECT AND JUST; THAT THE WORK WAS ACTUALLY PERFORMED AND MATERIAL FURNISHED AS THEREIN CHARGED; AND THAT THERE IS DUE ME FROM THE STATE OF OREGON THE AMOUNT INDICATED HEREON; FURTHER, THAT WHERE FORCE ACCOUNT WORK IS CHARGED, ANY CONTRIBUTIONS TO THE EMPLOYE'S BENEFIT FUNDS REQUIRED BY AGREEMENTS BETWEEN THE EMPLOYER'S ASSOCIATIONS AND THE EMPLOYE'S UNIONS HAVE BEEN PAID; FURTHER THAT NO PORTION OF THIS BILL HAS BEEN PREVIOUSLY PAID.

____
Contractor's Signature

Executing the final voucher does not waive your right to submit additional claim(s) as defined in Sec.109.15, Standard Specifications for Highway Construction.	If the Contractor has elected to have retainage deposited in an interest-bearing account, per ORS279.420, accumulated interest will be paid in conjunction with the final warrant when issued. Administrative costs will also be deducted at this time for retainage deposits, or securities deposited in lieu of retainage.

Payment of accounts incurred by the State Highway Division authorized by ORS 366.435.

[illegible]. 8-81)

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CONTRACT #  9637                                  EST 007

 519 1061   201(41)  1   P          700.00-
                GROUP TOTAL CONTRACT ITEMS  P             700.00-

       GRAND TOTAL CONTRACT ITEMS                        700.00-

 519 1061   204(41)
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BRS-B326(2)

AYMENT VOUCHER

TE HIGHWAY DIVISION

COUNTY LAKE	CONTRACT NO. 9637	ESTIMATE NO. 7	PREFIX NO'S.
HIGHWAY FAS 8326 (COLEMAN VALLEY ROAD)	FEDERAL AID PROJECT NO. BRSB0326002		
SECTION BEATTY SLOUGH BRIDGE			

ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
IZATION	LUMP SUM	12000.0000	100.000	12000.00	12000.00	
RARY PROTECTION AND DIR OF TRAFFIC	LUMP SUM	1500.0000	100.000	1500.00	1500.00	
RARY SIGNS	SQ FT	6.0000	77.000	462.00	462.00	
RARY CONT RAIL TRAF BARRIERS REFLEC	LIN FT	6.0000	50.000	300.00	300.00	
KMENT IN PLACE	CU YD	7.0000	295.460	2068.22	2068.22	
UN AGGREGATE BASE	CU YD	10.0000	107.900	1079.00	1079.00	
RAIL TYPE 2A	LIN FT	13.0000	75.000	975.00	975.00	
RAIL TYPE 3	LIN FT	25.0000	100.000	2500.00	2500.00	
RAIL ANCHORS TYPE 1	EACH	330.0000	3.000	990.00	990.00	
END PIECES TYPE C	EACH	80.0000	4.000	320.00	320.00	
-SW FENCE	LIN FT	10.0000	283.000	2830.00	2830.00	
REMOVAL WORK	LUMP SUM	5000.0000	100.000	5000.00	5000.00	
TURE EXCAVATION	CU YD	20.0000	54.550	1091.00	1091.00	
SH PILE DRIVING EQUIPMENT	LUMP SUM	5000.0000	100.000	5000.00	5000.00	
SH PRESTRESSED CONCRETE PILING	LIN FT	15.0000	384.000	5760.00	5760.00	
SH 16-INCH PRSTRSSD CONCRETE PILING	LIN FT	26.0000	240.000	6240.00	6240.00	
PRESTRESSED CONCRETE PILES	LIN FT	1.0000	432.500	432.50	432.50	
TURAL CONCRETE CLASS 3300	LUMP SUM	14500.0000	100.000	14500.00	14500.00	
/75' PRESTRESSED SLABS	EACH	4800.0000	14.000	67200.00	67200.00	
ORCEMENT	LUMP SUM	3000.0000	100.000	3000.00	3000.00	
UBE STEEL RAILING	LIN FT	32.0000	271.400	8684.80	8684.80	
STMENT ITEMS						
ATED DAMAGES	DAY	150.0000-	19.000	2850.00-	2850.00-	
ADJ NON-SPEC GROUT	LUMP SUM	700.0000-	100.000	700.00-		700.00-

PG. 01 9637	TOTAL CONTRACT ITEMS			
	% RETAINED ON CONTRACT ITEMS			
	FORCE ACCOUNT			
	TOTAL PAYMENTS			

CONTRACT PAYMENT VOUCHER

OREGON STATE HIGHWAY DIVISION

FORM 734-1020 (REV. 7-70)

COUNTY LAKE

CONTRACT NO. 9637

ESTIMATE NO. 7

PREFIX NO'S.

HIGHWAY FAS B326 (COLEMAN VALLEY ROAD)

FEDERAL AID PROJECT NO. BRSB0326002

SECTION BEATTY SLOUGH BRIDGE

NO.	ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRES
001	1P MOBILIZATION	LUMP SUM	12000.0000	100.000	12000.00	12000.00	
002	1P TEMPORARY PROTECTION AND DIR OF TRAFFIC	LUMP SUM	1500.0000	100.000	1500.00	1500.00	
003	1P TEMPORARY SIGNS	SQ FT	6.0000	77.000	462.00	462.00	
004	1P TEMPORARY CONT RAIL TRAF BARRIERS REFLEC	LIN FT	6.0000	50.000	300.00	300.00	
005	1P EMBANKMENT IN PLACE	CU YD	7.0000	295.460	2068.22	2068.22	
006	1P PIT RUN AGGREGATE BASE	CU YD	10.0000	107.900	1079.00	1079.00	
007	1P GUARD RAIL TYPE 2A	LIN FT	13.0000	75.000	975.00	975.00	
008	1P GUARD RAIL TYPE 3	LIN FT	25.0000	100.000	2500.00	2500.00	
009	1P GUARD RAIL ANCHORS TYPE 1	EACH	330.0000	3.000	990.00	990.00	
010	1P RAIL END PIECES TYPE C	EACH	80.0000	4.000	320.00	320.00	
011	1P TYPE 1-SW FENCE	LIN FT	10.0000	283.000	2830.00	2830.00	
012	1P BRIDGE REMOVAL WORK	LUMP SUM	5000.0000	100.000	5000.00	5000.00	
013	1P STRUCTURE EXCAVATION	CU YD	20.0000	54.550	1091.00	1091.00	
014	1P FURNISH PILE DRIVING EQUIPMENT	LUMP SUM	5000.0000	100.000	5000.00	5000.00	
015	1P FURNISH PRESTRESSED CONCRETE PILING	LIN FT	15.0000	384.000	5760.00	5760.00	
016	1P FURNISH 16-INCH PRSTRSSD CONCRETE PILING	LIN FT	26.0000	240.000	6240.00	6240.00	
017	1P DRIVE PRESTRESSED CONCRETE PILES	LIN FT	1.0000	432.500	432.50	432.50	
018	1P STRUCTURAL CONCRETE CLASS 3300	LUMP SUM	14500.0000	100.000	14500.00	14500.00	
019	1P 4'X70'/75' PRESTRESSED SLABS	EACH	4800.0000	14.000	67200.00	67200.00	
020	1P REINFORCEMENT	LUMP SUM	3000.0000	100.000	3000.00	3000.00	
021	1P TWO TUBE STEEL RAILING	LIN FT	32.0000	271.400	8684.80	8684.80	
	ADJUSTMENT ITEMS						
6001A	1P LIQUIDATED DAMAGES	DAY	150.0000-	19.000	2850.00-	2850.00-	
6002A	1P PRICE ADJ NON-SPEC GROUT	LUMP SUM	700.0000-	100.000	700.00-		

DATE 05 31 84 PG. 01 9637	TOTAL CONTRACT ITEMS		
PREVIOUS VOUCHER NO.	% RETAINED ON CONTRACT ITEMS		
ECKED BY:	FORCE ACCOUNT		
ER OR AUDITOR	TOTAL PAYMENTS		

AYMENT VOUCHER

E HIGHWAY DIVISION

COUNTY	CONTRACT NO. 9637	ESTIMATE NO. 7	PREFIX NO'S.
HIGHWAY	FEDERAL AID PROJECT NO.		
SECTION			

ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
Code "P" Construction Cost	"P" Liquidated Damages		Total Cost			
080 $141,232.52		<2850.00>	$138,382.57			

GROSS RETAI AGE	
TREASURER DEPOSIT	
* NET RETAINAGE	

PG. 02 9637	TOTAL CONTRACT ITEMS	138382.52	139082.52	700.00-
	% RETAINED ON CONTRACT ITEMS		500.00	500.00
	FORCE ACCOUNT			
	TOTAL PAYMENTS	138.382.52	138.582.52	> <200.00>

CONTRACT PAYMENT VOUCHER

OREGON STATE HIGHWAY DIVISION

FORM 734-1020 (REV. 7-76)

COUNTY

HIGHWAY

SECTION

CONTRACT NO. 9637

ESTIMATE NO. 7

FEDERAL AID PROJECT NO.

PREFIX NO'S.

NO.	ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRES
	Type Code "P" Construction Cost		"P" Liquidated Damages	Total Cost			
	X080 $141,232.52		<2850.00>	$138,382.57			

GROSS RETAINAGE	
TREASURER DEPOSIT	
* NET RETAINAGE	

DATE 05 31 84 PG. 02 9637	TOTAL CONTRACT ITEMS	138382.52	139082.52	
PREVIOUS VOUCHER NO. 33342	% RETAINED ON CONTRACT ITEMS		500.00	
CHECKED BY: RMW/CA	FORCE ACCOUNT			
NEER OR AUDITOR HATCHER	TOTAL PAYMENTS	138,382.52	138,582.52	> <2

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	State Oregon
MONTHLY TRANSACTION NUMBER 3-94		County Lake
PROJECT REPORT NUMBER		Project Number BRS-B326(2)
MODIFICATION NUMBER 1		

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

2-11-77

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 8 , 19 83 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 159,205.00	$ 165,248.00
Federal funds	$ 127,364.00	$ 132,198.00
Other revisions		

This modification is made for the following reasons:

To include increases in construction and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 11TH day of MAR , 19 '87

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

for Manager, Program Section
(Title)

XXXFor: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon March 5, 1987

Federal-Aid Project No. BRS-B326(2)

Beatty Slough Bridge Section
Coleman Valley Road
Lake County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code X080
Beatty Slough Br. No. 16628 (Sta. 20+00 to Sta. 21+40)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT	
Embankment In Place	$ 7.00	150	$1,050.00	295	$2,065.00	
Pit Run Aggregate Base	10.00	50	500.00	108	1,080.00	
Type 1-5W Fence	10.00	100	1,000.00	283	2,830.00	
			$2,550.00		$5,975.00	
					Increase	$ 3,425.00
			Subtotal from Estimate on May 27, 1983			140,269.00
					Subtotal	$143,694.00
					Engineering	21,554.00
					Total	$165,248.00

Length of Project (Structure) ------------ 0.27 mi.

Federal Funds (80%)	$132,198.00
County Funds	33,050.00
TOTAL	$165,248.00

Appn Code 141
Group 1 = 100%
Contract No. 9637
Prefix: 519-1929
Prefix: C09637

RLC:me

1621

STATE COPY OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 6-71	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT**	State Oregon County Lake Project No. BRS-B326(2)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Beatty Slough Br.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	4-20-83	0.027
OTHER *(Specify)*		

FUNDS PRO RATA 80.00%

ESTIMATED TOTAL COST OF PROJECT $ 159,205.00	FEDERAL FUNDS $ 127,364.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Larry G. Potter

Manager, Program Section
(Title)

XXBy For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Date executed by Division Administrator JUN 9 1983

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon May 27, 1983

Federal-Aid Project No. BRS-B326(2)

Beatty Slough Bridge Section
Coleman Valley Rd. in Lake County

PROJECT AGREEMENT ESTIMATE

Type Code X080
Beatty Slough Br. No. 16628 (Sta. 20+00 to Sta. 21+40)

Mobilization		All Required		$ 12,000.00
Temporary Protection and Direction of Traffic		All Required		1,500.00
Temporary Signs	109	Sq. Ft.	6.00	654.00
Temporary Continuous Rail Traffic Barriers, Reflectorized	50	Lin. Ft.	6.00	300.00
Embankment in Place	150	Cu. Yd.	7.00	1,050.00
Pit Run Aggregate Base	50	Cu. Yd.	10.00	500.00
Guard Rail, Type 2A	75	Lin. Ft.	13.00	975.00
Guard Rail, Type 3	100	Lin. Ft.	25.00	2,500.00
Guard Rail Anchors, Type 1	3	Each	330.00	990.00
Rail End Pieces, Type C	4	Each	80.00	320.00
Type 1-5W Fence	100	Lin. Ft.	10.00	1,000.00
Bridge Removal Work		All Required		5,000.00
Structure Excavation	75	Cu. Yd.	20.00	1,500.00
Furnish Pile Driving Equipment		All Required		5,000.00
Furnish Prestressed Concrete Piling	384	Lin. Ft.	15.00	5,760.00
Furnish 16-inch Prestressed Concrete Piling	240	Lin. Ft.	26.00	6,240.00
Drive Prestressed Concrete Piles	576	Lin. Ft.	1.00	576.00
Structural Concrete, Class 3300 (58 C.Y.)		All Required		14,500.00
4'x70'/75' Prestressed Slabs	14	Each	4,800.00	67,200.00
~~Reinforcement (5,200 lbs.)~~ Two Tube Steel Railing		~~All Required~~ 272 Lin Ft	32.00	8,704.00
				$ ~~139,269.00~~
Reinforcement			3,000.00	3,000.00
				$ 139269.00

Additional Items

Roadside Seeding & Mulching	All Required		$ 1,000.00
		Subtotal	$ 140,269.00
		Engineering	18,936.00
		Total	$ 159,205.00

Length of Project (Structure)	0.027 mi.

Federal Funds (80%)	$ 127,364.00
County Funds	31,841.00
Total	$ 159,205.00

Group 1 100%
Contract No. 9637
Prefix: 519-1929
Prefix: 519-1061

STATE COPY

rll

US Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

cc: OSHD (Coulter)

REGION NO. 10	REPORT NO. 2	COUNTY Lake	DIVISION Oregon
DATE OF REPORT 10/18/84	REPORT MADE BY D. B. Carter, Area Engineer		PROJECT NO. BRS-B326(2)
COMPLETION DATE (Actual) 11/9/83	ACCEPTANCE DATE BY CONRTACT AGENCY 5/31/84	TIME ELAPSED 113.6 %	CONTRACT TIME 140 calendar days

LOCATION
Apprximately 25 miles southeast of Lakeview on Coleman Valley Road (FASC-B326)

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

BEATTY SLOUGH BRIDGE SECTION
FASC-B326 (COLEMAN VALLEY ROAD)
Lake County

This project provided for the replacement of an existing timber bridge with a new 140 foot precast prestressed concrete slab bridge.

The contractor used 19 calendar days in excess of the allotted contract time and was assessed liquidated damages in the amount of 19 days at $150 per day for a total of $2,850.

The final amount of the original contract items was $139,269 or a 1.9 percent overrun of the original contract amount of $141,932.52. The final cost of the project including all changes and engineering was $158,864.04.

A final inspection of the completed work was made on December 11, 1983.

All participating work has been completed.

RECEIVED
STATE HWY ENGR
OCT 23'84
REFER TO
Fredrickson
FOR
Info | Inves | R/D | D/R | Sign | Act | File

NOTED ug 10/29
W. E. SCHWARTZ

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE D. B. Carter Original Signed by D. B. Carter Area Engr.		SIGNATURE G. K. Hossner Original Signed by G. K. HOSSNER Field Operations Engineer	
TITLE Area Engineer	DATE 10/24/84	TITLE Field Operations Engineer	DATE 10/22/84

FORM FHWA 1446B
(Rev. 2-84)
PREVIOUS EDITIONS MAY BE USED.

92-1

June 27, 1984

United Pacific Insurance Co.
Bond Department
33405 8th Avenue So. C-3000
Federal Way, WA 98003

CON 5
#9637

Gentlemen or Ladies:

On June 6, 1984, we wrote to you concerning release of final payment on Contract No. 9637 awarded to A. K. Lundmark & Son, Inc. for work on the Beatty Slough Bridge Section of FAS B326 in Lake County.

The total contract amount is $138,382.52. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm
cc: A. K. Lundmark & Son, Inc.
30908 S. Wall Street
Colton, OR 97017

bc: C. O. Fredrickson
Walt Hart
Dale Allen

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Beatty Slough Bridge
WEEK ENDING: February 4, 1984
SECTION PREFIX: 519-1061
HIGHWAY: County Road
COUNTY: Lake
NAME OF JOB: Beatty Slough Bridge
KIND OF WORK: Base & Structure
CONTRACTOR: A.K. Lundmark & Son, Inc.
CONTRACT NUMBER: 9637
FEDERAL AID PROJECT NUMBER: BRS-B 326
DATE OF CONTRACT: May 23, 1983
DATE WORK STARTED: August 19, 1983
ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION 0
SPECIFIED WORK DAYS:
WORK DAYS USED:
SPECIFIED CALENDAR DAYS: 140
CALENDAR DAYS USED: 159
SPECIFIED COMPLETION DATE:
PERCENT OF TIME ELAPSED: 114
PROJECT AUTHORIZATION: $ 159,205.33
EXCLUSIVE OF ENGINEERING: $ 146,581.11
ENGINEERING AUTHORIZATION: $ 12,624.21
PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 139,083.02
ENGINEERING COST TO DATE: $ 13,800.00
PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 5 %
PERCENT OF AUTHORIZATION: 109 %
DATE PROJECT WAS COMPLETED: November 9, 1983

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
			100				

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.05				
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.05				
TOTAL ESTIMATED QUANTITIES (CONTRACT)	50				
TOTAL QUANTITIES CORRECTED TO DATE	108				
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	108				
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

NONE

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	16628						
PERCENT	100						

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 29				
MONDAY 30				
TUESDAY 31				
WEDNESDAY 1				
THURSDAY 2				
FRIDAY 3				
SATURDAY 4				

RECEIVED
FEB 8 1984
CONSTRUCTION SECTION
CE CAS FOE QCS SCS PSO
OM CA LS TC PE CP

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

29 SUNDAY	
30 MONDAY	
31 TUESDAY	
1 WEDNESDAY	
2 THURSDAY	
3 FRIDAY	
4 SATURDAY	

REMARKS

Contract work completed.

Semi-final submitted.

Grout problem resolved by Price Agreement.

FINAL REPORT.

SIGNED B. N. Hatcher LOCATION Klamath Falls

B. N. Hatcher, Project Manager

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP*F216

CON 5

DATE: September 2, 1983

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: C. T. Keasey, P.E., P.L.S.
Construction Engineer

SUBJECT: Notification Contract Work Started
Federal-aid Project Number
BRS-B326(2)

Contract	9637, Work Started August 22, 1983
Project	Beatty Slough Bridge
Highway	FAS B326 (Coleman Valley Rd.)
County	Lake

RDC:mk

cc: R. D. Church

.1637

519-1929

ORIGINAL

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

[illegible]

FINAL VOUCHER FOR PAYMENT UNDER 23 U S.C. 117

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Bldg. - Salem, OR 97310

D.O. VOUCHER NO.

STATE VOUCHER NO.

DATE

FHWA SCHEDULE NO.

PAID BY

STATE Oregon	**FEDERAL AID PROJECT NO.** BRS-B326(1)
PROGRAM APPROVED	**VOUCHER PERIOD** From: 6-15-82 To: 4-19-83

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$15,876.21	$14,452.89	80%	$11,562.31	$11,562.31	$ 0.00

The undersigned State highway agency certifies as follows: The above-mentioned project has been completed; the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.

SIGN ORIGINAL ONLY

Oregon *State Highway Agency*

By Controller *Authorized Officer*

8/8/83 *Date*

I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.

14,500
4200 [illegible] #1400
10300
8200
2100
1400
#3500 + 500

Amount submitted $ 0.00

Adjustments $

Amount Approved $

SIGN ORIGINAL COPY

Signature of Authorized FHWA Representative *Date*

Form FHWA-1447 (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS *(Payee must not use this column)*
	Beatty Slough (Coleman Valley) Bridge County Road in Lake County					
	Preliminary Engineering Type Code P.E.					
	State	All Required			$14,452.89	
	Nonparticipating Project Cost					
	State	All Required			1,423.32	
	Total Project Cost				$15,876.21	
	Prepared based on Participating Costs as shown on Federal Billing as of 8/11/83.					
	AMOUNT CARRIED FORWARD					

ACCOUNT SUMMARY - EXPENDITURES & LEDGERS AUGUST 1983 PAGE 918

DESCRIPTION		PREFIX	FUNCTION	SUB	F. GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	
	518	1965	906	00	P 1			161.50	
	518	1965	910	00	P 1			64.56	
	518	1965	911	00	P 1			80.08	
	518	1965	914	00	P 1			18.70	
	518	1965	918	00	P 1			479.28	
	518	1965	920	00	P 1			164.48	
	518	1965	921	00	P 1			1,518.78	
	518	1965	922	00	P 1			77.37	
	518	1965	923	00	P 1			75.51	
	518	1965	926	00	P 1			2,681.96	
	518	1965	926	00	N 1			46.63	
	518	1965	927	00	P 1			3,725.89	
			TOT		P1			10,845.65	
			TOT		N1			140.17	
			** JOB TOTALS **			**	**	10,985.82	**
BEATTY SLOUGH BRIDGE #37C40	CONT NO	* FA PROJ NOS BRS B326001 100							STATE
	~~519~~	~~1929~~	~~296~~	~~00~~	~~N 9~~	~~89.42~~	~~89.42~~	~~14,062.31CR~~	
	~~519~~	~~1929~~	~~297~~	~~00~~	~~N 9~~			~~2,500.00~~	
	~~519~~	~~1929~~	~~298~~	~~00~~	~~N 9~~	~~89.42CR~~	~~89.42CR~~	~~11,562.31~~	
	519	1929	901	00	P 1	56.91CR	56.91CR	525.49	
	519	1929	901	00	N 1			1,423.32	✓
	519	1929	905	00	P 1			2,803.12	
	519	1929	910	00	P 1			163.64	
	519	1929	913	00	P 1			11.11	
	519	1929	918	00	P 1			1,096.84	
	519	1929	920	00	P 1			63.58	
	519	1929	921	00	P 1	2.70CR	2.70CR	1,099.17	To 929
	519	1929	922	00	P 1			66.78	
	519	1929	923	00	P 1	34.61CR	34.61CR	56.64	
	519	1929	926	00	P 1			3,825.17	
	519	1929	927	00	P 1			3,125.92	
	519	1929	932	00	P 1	17.55CR	17.55CR	21.59	
	519	1929	937	00	P 1			1,455.27	
	519	1929	950	00	P 1			114.57	✓
			TOT		P1	111.77CR	111.77CR	14,452.89	
			TOT		N1			1,423.32	
			** JOB TOTALS **			111.77CR**	111.77CR**	15,876.21	**
SPTC XING @ CENTRAL RD	CONT NO	FA PROJ NOS RRP A452001 100							STATE
	520	1956	296	00	N 9		.09	261.72CR	
	520	1956	298	00	N 9		.09CR	261.72	
	520	1956	901	00	P 1			54.43	
	520	1956	905	00	P 1			56.00	
	520	1956	914	00	P 1			147.54	
	520	1956	920	00	P 1			32.83	
			TOT		P1			290.80	
			** JOB TOTALS **			**	**	290.80	**

B01
BILLING NUMBER 09

OREGON STATE HIGHWAY DEPARTMENT
FHWA BILLING VOUCHER

09/22/83

PREFIX	GRP FL	FED AID PROJ APPR	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC.	FEDERAL SHARE	AMOUNT PREV. CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
519-1929	1#	BRS -8326-001 APPR-114	11,562.31	15,876.21	14,452.89	80.00	11,562.31	11,562.31		
520-1956	1	RRP -A452-001 APPR-139	1,800.00	290.80	290.80	90.00	261.72	261.72		
520-1958	1	RS -A465-002 APPR-075	68,248.00	122,404.54	122,404.54	88.15	107,899.60	68,248.00	39,651.60 B	
520-1960	1	HES -A454-002 APPR-141	6,300.00	8,257.74	8,237.56	90.00	7,413.80	6,300.00	1,113.80 B	
520-1987	1#	PMS -000S-102 APPR-140	1,856.60	1,856.60	1,856.60	100.00	1,856.60	1,856.60		
520-1990	1#	RS -0436-002 APPR-075	1,591.79	1,855.23	1,855.23	85.80	1,591.79	1,591.79		
521-1910	1	RS -A531-001 APPR-075	10,638.00	9,768.46	9,768.46	81.83	7,993.53	7,993.53		
521-1911	1	RS -A525-003 APPR-075	8,019.00	7,332.99	7,332.99	81.83	6,000.59	6,000.59		
521-1977	1#	RS -A522-002 APPR-075	28,927.80	33,747.26	33,715.38	85.80	28,927.80	28,927.80		
522-1918	1	RRS -A480-001 APPR-133	1,800.00			90.00				
522-1920	1	RRS -A476-001 APPR-138	1,800.00			90.00				
522-1921	1	RRS -A490-001 APPR-138	1,800.00			90.00				
522-1923	1	RRS -A501-001 APPR-133	1,600.00			90.00				
522-1926	1	HES -A498-001 APPR-141	26,550.00			90.00				
522-1955	1#	RS -[illegible]-001 APPR-075	105,568.05	123,271.68	123,039.69	85.80	105,568.05	105,568.05		
522-1986	1	RRP -A500-001 APPR-139	1,800.00	78.50	78.50	90.00	70.65	70.65		
523-1973	1#	RS -[illegible]-001 APPR-075	5,983.60	6,973.89	6,973.89	85.80	5,983.60	5,983.60		
523-1989	1#	SR -[illegible]-001 APPR-[illegible]	1,857.24	2,106.19	2,106.19	88.18	1,857.24	1,857.24		
523-1991	1#	RS -8500-002 APPR-075	50,586.56	57,462.39	57,367.39	88.18	50,586.56	50,586.56		
523-1993	1#	BRS -[illegible]-001 APPR-118				80.00				
523-1995	1	BHS -[illegible]-001 APPR-114	10,400.00	5,377.34	5,377.34	80.00	4,301.87	4,301.87		
524-1906	1#	RRS -A576-001 APPR-138	393.71	437.46	437.46	90.00	393.71	393.71		
524-1907	1	RRS -A600-001 APPR-133	1,800.00			90.00				
524-1953	1#	RS -A530-001 APPR-075	31,128.70	35,604.06	35,301.31	88.18	31,128.70	31,128.70		
524-1991	1	RS -A599-002 APPR-075	7,492.00	9,583.04	9,941.57	88.15	8,763.49	7,492.00	1,271.49 B	
524-1994	1	HES -A560-001 APPR-141	9,000.00			90.00				

16 = 7

May 13, 1983

Roy C. Kerr, Roadmaster
Lake County
P.O. Box 935
Lakeview, OR 97630

Dear Mr. Kerr:

On May 12, 1983 we received a satisfactory bid from A. K. Lundmark & Son, Inc., 30908 S. Wall St., Cotton, OR 97017, for the Beatty Slough Bridge replacement project on Coleman Valley Road.

As described in our Agreement No. 7716, we anticipate the financial sharing of the project cost will be:

Contractor's Bid	$139,269.00
Anticipated Additional Item:	
Roadside Seeding and Mulching	1,000.00
SUBTOTAL	$140,269.00
Contingencies (4 1/2%)	6,312.11
Engineering (9%)	12,624.21
Estimated Construction Cost	$159,205.32

COUNTY SHARE: 20% of $159,205.32 = $31,850

We will award the contract when we receive your advance deposit in the amount of $31,850, which should arrive not later than June 3, 1983. You may use one of the three options for payment described in the attachment.

Very truly yours,
ORIGINAL SIGNED BY
GARY A. POTTER

Gary A. Potter, Manager
Program Section

KEH:pf
Attachment

bcc w/AD #83-27: John Hagedorn, Region 4
Vern Skoog - Please return completed AD # 83-27 when advance deposit is received.

9637

Section Beatty Slough Bridge Programming Estimate $
Highway FAS B326 (Coleman Valley Rd.) Project Length 140 ft.
County Lake Completion Time 140 CD
Kind of Work Base & Structure Est. Comp. Date Oct. 30, '83
Prefix 519 - 1929 Letting Date May 12, '83 Project No. BRS - B326(2)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ 165,920 ^{00}

Anticipated Additional Items:

Royalty Payment.		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping		
Temporary Pavement Striping.		
Remove Pavement Striping (Exist. & Temp.) . . .		
Temporary Erosion Control		
State Furnished ______		
Roadside Seeding & Mulching	1,000	$ 1,000 ^{00}
Asphalt Cement Adjustment		
On the Job Trainees ($0.80 x ____ hrs.)		
State Responsibility for Damages.		
Signal Controller Testing		
"OPTICOM" Testing		
Bikeway Signs		
Bikeway Striping & Legend		
______		
______		
______		
______		
______		
Adjust Utilities:		
______		
______		

Subtotal $ 166,920 ^{00}

Contingencies (4-1/2%) . . . . 7,511 ^{40}

Engineering (8, [✓ 9], 10%) . . . . 15,022 ^{80}

~~Subtotal~~ $

Credit for ______ . . . .

Estimated Net Authorization, Construction . . . . $ 189,454 ^{20}

APPROVED

______
Road Design Engineer

Rev. 11/81

SUMMAR[illegible]-BID SCHEDULE--COST ESTIMATE

OREGON STATE HIGHWAY DIVISION

Section: Beatty Slough Bridge -	County: Lake	Sheet 1 of 2	
Kind of Work: Base and Structure	Length: 140 ft.	Date: 4-7-83	Name: Bricher

No.	Item	Code	Unit	Quant.	Unit Cost	Total
1	Mobilization		All	All	-	14,000-
2	Temporary Protection and Direction of Traffic		All	All	-	1,450-
3	Temporary Signs		Sq. Ft.	109	6-	654-
4	Temporary Continuous Rail Traffic Barriers, Reflectorized		Lin. Ft.	50	8-	400-
~~5~~	~~Flagmen~~		~~Hour~~			
	ROADWORK					
5	Embankment in Place		Cu. Yd.	150	10-	1,500-
6	Pit Run Aggregate Base		Cu. Yd.	50	15 50	775-
7	Guard Rail, Type 2A		Lin. Ft.	75	15-	1,125-
8	Guard Rail, Type 3		Lin. Ft.	100	30-	3,000-
9	Guard Rail Anchors, Type 1		Each	3	400-	1,200-
10	Rail End Pieces, Type C		Each	4	100-	400-
11	Type 1-5W Fence		Lin. Ft.	100	5-	500-

734-1736 (8-81)

SUMMARY--BID SCHEDULE--COST ESTIMATE

OREGON STATE
HIGHWAY DIVISION

Section	Beatty Slough Bridge	County	Lake	Sheet	2 of 2
Kind of Work	Base and Structure	Length	140 ft.	Date	4-7-'83
				Name	Bricher

No.	Item	Code	Unit	Quant.	Unit Cost	Total
	STRUCTURE					
12	Bridge Removal Work		All	All	-	13,500-
13	Structure Excavation		Cu. Yd. ~~All~~	75 ~~All~~	12	900-
14	Furnish Pile Driving Equipment		All	All	-	10,000-
15	Furnish Prestressed Concrete Piling		Lin. Ft.	384	16-	6,144-
16	Furnish 16-inch Prestressed Concrete Piling		Lin. Ft.	240	18-	4,320-
17	Drive Prestressed Concrete Piles		Lin. Ft.	576	2-	1,152-
18	Structural Concrete, Class 3300 (58 C.Y. @ $250)		All	All	-	14,500-
19	4' × 70'/75' Prestressed Slabs		Each	14	5,300-	74,200-
20	Reinforcement (5,200 lbs. @ 0^{50})		All	All	-	2,600-
21	Two Tube Steel Railing		Lin. Ft.	272	50-	13,600-
					Struct. subT.	140,916-

734-1736 (8-81)

9(2) 8

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BRS-B326(2)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Lake

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 20122

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 4/20/83

8. FEDERAL ROUTE NUMBER Secondary B326

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:

Beatty Slough Bridge Section

11. GENERAL DESCRIPTION OF WORK

One structure

RECEIVED
STATE HWY ENGR
APR 27 '83
REFER TO Potter
FOR

Orig^l 4/28

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested in Mr. Swan's letters of 4/14/83 and 4/18/83 you are now authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project at a total estimated cost of $189,450 Federal Funds $151,560 in accordance with the approved Certification Acceptanace Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards are lower than the minimum design as approved, this office should be notified of such proposed exceptions and reasons thereof.

I accept the certification of Mr. Rod Henry dated 4/12/83 that provisions of FHPM 7-5-1 have been complied with.

14. DATE 4/20/83

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-70) PREVIOUS EDITIONS MAY BE USED

9357

8

1859

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

DATE: April 14, 1983

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM:

D. E. Swan, P.E.
Project Unit Engineer

SUBJECT: Project Data Submission
Item No. 20122
Project No. BRS-B326(2)
Beatty Slough Bridge Section
Lake County

Attached data consists of PR-1 form with project maps.

It is the Oregon State Highway Division's present intention to receive bids for the project on May 5, 1983.

I request authorization to proceed with actions necessary to advance the physical construction provided for by the project at an estimated total cost of $189,500 with an obligation of $151,600 in Federal funds in accordance with the approved Certification Acceptance Plan.

DRH:lb

Att.

cc Dale D. Allen
General Files

Form 734-3122

9637

ROAD DEPARTMENT
LAKE COUNTY
P.O. BOX 908
COURTHOUSE
947-3353
LAKEVIEW, OREGON 97630

November 4, 1982

J. R. Hagedorn
Department of Transportation
State Highway Division
P.O. Box 5309
Bend, OR 97708

Dear John:

Enclosed are the grading and bridge drawings which have been approved by the Lake County Board of Commissioners.

Sincerely,

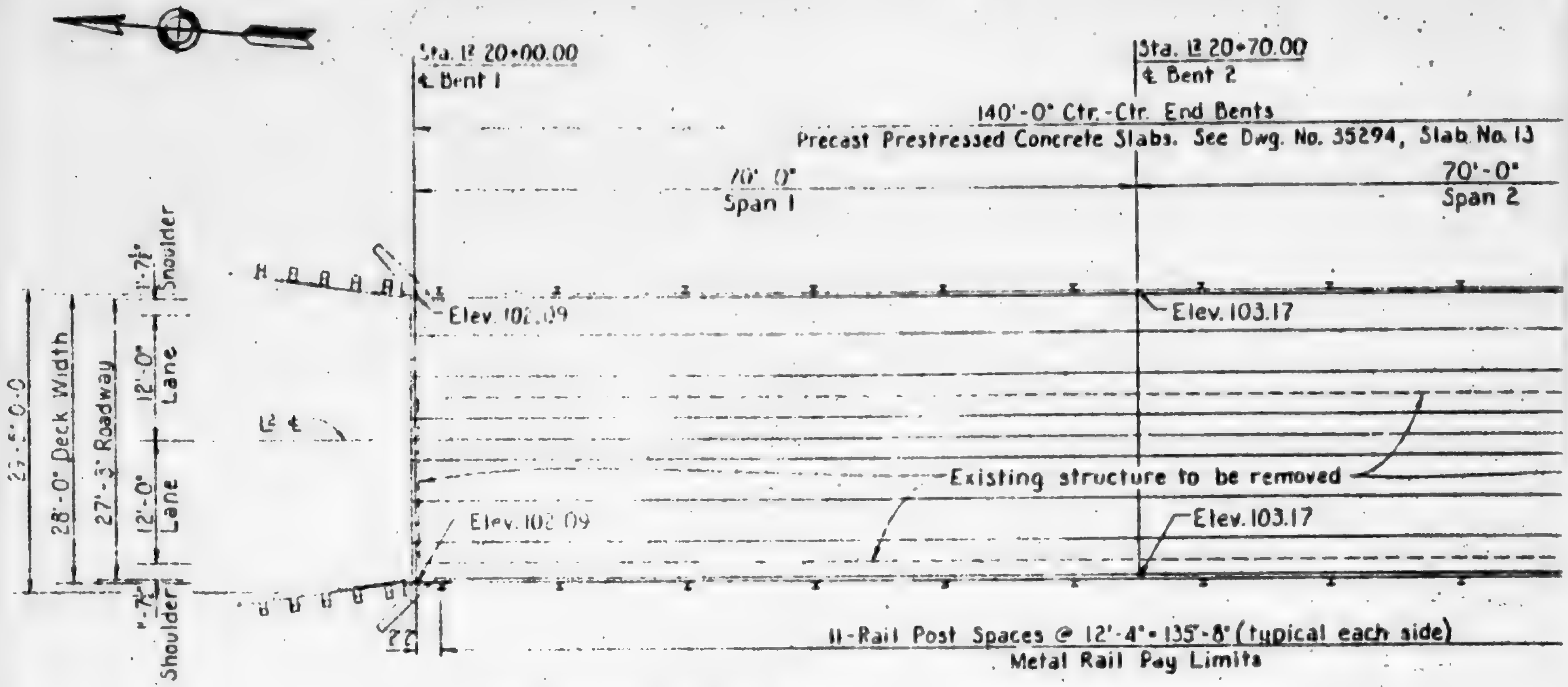
Iris L. Robison

IRIS L. ROBISON
Office Manager

PROGRAM MANAGEMENT SECTION
DHM ☐ DES ☐
SHM ☐ MJK ☐ DNH ☐
NOV 9 1982

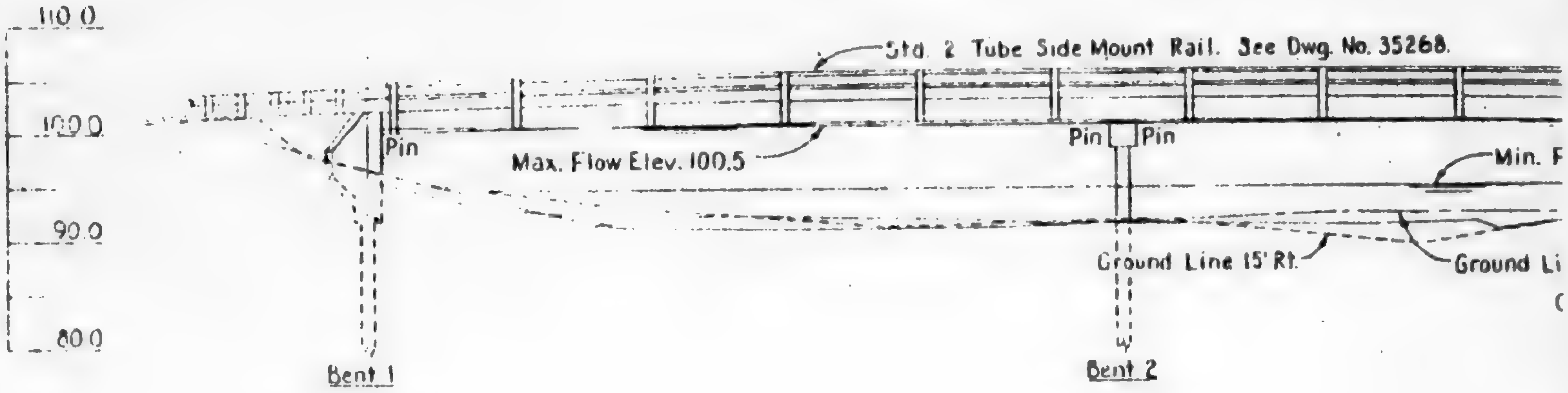
REFERRED TO__________________
FOR ________________________

ROE RLE: ROE FRL ALG. FAE
RTE RECEIVED GEO
RUE NOV 5 1982 RDE
RSO REGION 4 RBE
ASSIGNED______________


Sta. ℄ 20+00.00
℄ Bent 1
Sta. ℄ 20+70.00
℄ Bent 2
140'-0" Ctr.-Ctr. End Bents
Precast Prestressed Concrete Slabs. See Dwg. No. 35294, Slab No. 13
70'-0"
Span 1
70'-0"
Span 2
Shoulder
1'-7½"
12'-0"
Lane
12'-0"
Lane
1'-7½"
Shoulder
28'-0" Deck Width
27'-3" Roadway
29'-0"
℄ ℄
Elev. 102.09
Elev. 103.17
Existing structure to be removed
Elev. 102.09
Elev. 103.17
11-Rail Post Spaces @ 12'-4" = 135'-8" (typical each side)
Metal Rail Pay Limits

Note: Bents are parallel.
Elevations shown are top of concrete slabs @ bent ℄'s.

PLAN
Scale: 1" = 10'-0"


110.0
100.0
90.0
80.0
Std. 2 Tube Side Mount Rail. See Dwg. No. 35268.
Pin
Pin
Pin
Max. Flow Elev. 100.5
Min. F
Ground Line 15' Rt.
Ground Li
Bent 1
Bent 2

ELEVATION
Scale: 1" = 10'-0"

Approved November 4 1982

Board of Commissioners of ________ County

By: Doug Carlon
Commissioner

Louis Lamb
Commissioner

A. H. Skeer
Commissioner

9637

INDEX OF SHEETS	
SHEET NO.	DESCRIPTION.
1	Title Sheet
2	Typical Section & Summary
3	Plan & Profile

11-4-82

TP & D Not incl

STATE OF

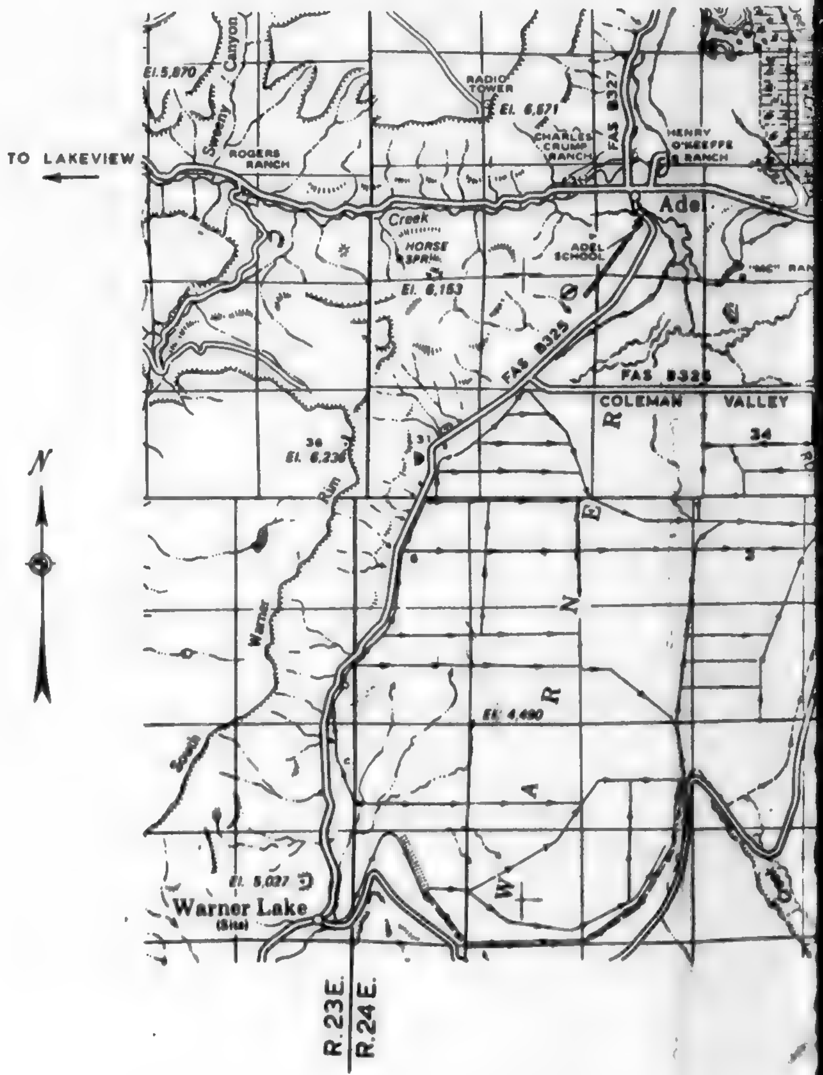
DEPARTMENT OF T

STATE HIGHW

PLANS FOR PROPO

BEATTY SLOUGH
FAS B326 (COLEMA
LAKE CO

PRELIMINARY COPY
SUBJECT TO CHANGE


TO LAKEVIEW
N
El. 5,870
Canyon
Sweeny
ROGERS RANCH
RADIO TOWER
El. 6,671
CHARLES CRUMP RANCH
FAS B327
HENRY O'KEEFFE RANCH
Adel
Creek
HORSE SPR.
ADEL SCHOOL
El. 6,153
FAS B325
FAS B326
"MC" RAN
COLEMAN VALLEY
36
El. 6,236
31
34
Rim
Warner
South
W A R N E R
El. 4,490
El. 5,027
Warner Lake (Site)
R.23E.
R.24E.

Sketch

Scale 0 1

ATE OF OREGON

NT OF TRANSPORTATION

HIGHWAY DIVISION

NS FOR PROPOSED PROJECT

SLOUGH BRIDGE SEC.

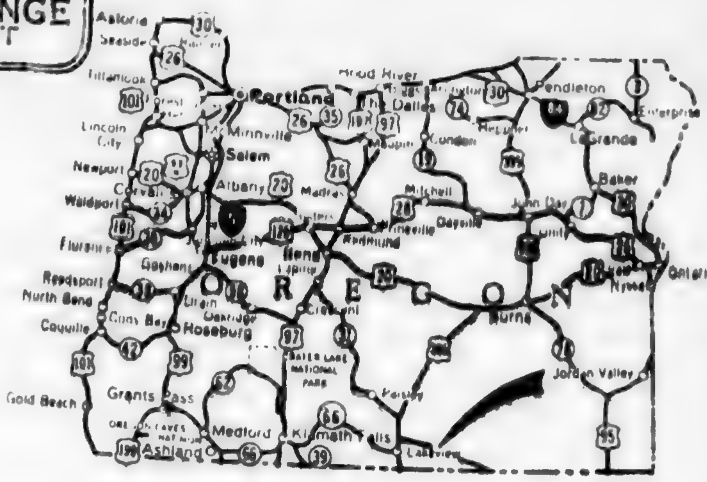
6 (COLEMAN VALLEY RD.)

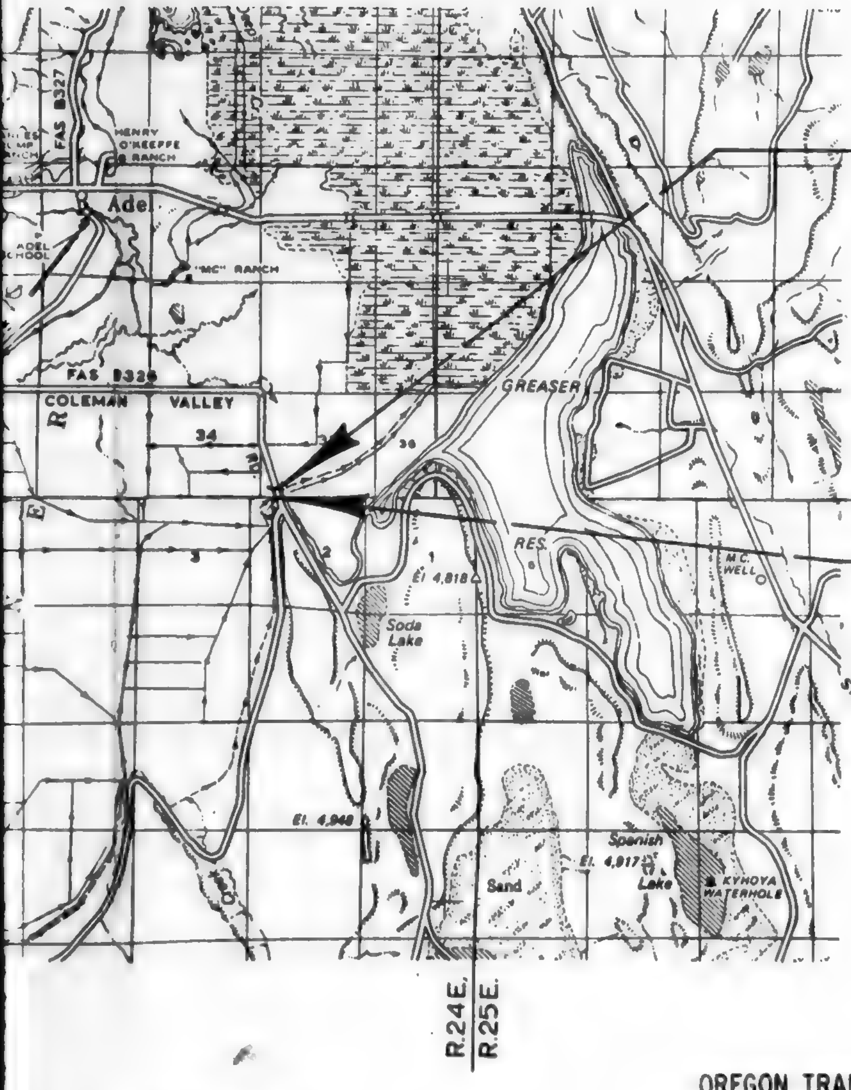
LAKE COUNTY

BEATTY SLOUGH BRIDGE SEC. FAS B326 (COLEMAN VALLEY RD.) LAKE COUNTY				SHEET No. 1
FED ROAD Div No	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

PRELIMINARY COPY
OCT 11 1982
SUBJECT TO CHANGE
FINAL DESIGN UNIT

HBR Funding


Astoria
Seaside
Tillamook
Portland
Hood River
The Dalles
Pendleton
La Grande
Lincoln City
Newport
Waldport
Salem
Albany
Corvallis
Madras
Mitchell
Baker
John Day
Florence
Eugene
Redmond
Prineville
Reedsport
North Bend
Coos Bay
Coquille
Roseburg
Burns
Ontario
Crater Lake National Park
Jordan Valley
Gold Beach
Grants Pass
Medford
Ashland
Klamath Falls
Lakeview
O R E G O N


FAS B327
HENRY O'KEEFFE RANCH
Adel
ADEL SCHOOL
"MC" RANCH
FAS B326
COLEMAN VALLEY
34
35
3
2
1
GREASER
RES.
MC WELL
El. 4,818
Soda Lake
El. 4,946
Sand
Spanish Lake
El. 4,917
KYHOYA WATERHOLE
TO NEVADA STATE LINE
T.39S.
T.40S.
R.24E.
R.25E.

BEGINNING OF PROJECT
Sta. 20+00

END OF PROJECT
Sta. 21+40

Sketch Map
Scale 0 1 2 Miles

APPROVED 11-4 1982
BOARD OF COMMISSIONERS OF .... COUNTY
BY George Cab
COMMISSIONER
Louis Lamb
COMMISSIONER
A. H. Sheer
COMMISSIONER

ENGINEER 4478 OREGON OCT 30 1969 H. S. COULTER

ENGINEER 4552 OREGON MAY 13, 1960 EDGAR S. HUNTER

H. S. Coulter — STATE HIGHWAY ENGINEER

E. S. Hunter — ASSISTANT STATE HIGHWAY ENGINEER

OREGON TRANSPORTATION COMMISSION

Anthony Yturri	CHAIRMAN
Tom Walsh	VICE CHAIRMAN
Peter J. Brix	COMMISSIONER
Robert F. Dwyer	COMMISSIONER
N. B. Giustina	COMMISSIONER
Fred D. Miller	DIRECTOR OF TRANSPORTATION

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED:

FIELD OPERATIONS ENGINEER ________ DATE

#27

October 27, 1982

Roy C. Kerr
Lake County Commissioner
P.O. Box 908
Lakeview, OR 97630

Dear Mr. Kerr:

SUBJECT: Beatty Slough Bridge Replacement Project
Coleman Valley Road

Based on information you provided to John Hagedorn of our Region Office in Bend, we have scheduled the subject project for bid letting in May 1983. We will include in the Special Provisions a 90-day completion time, with work to begin when the detour is available.

Also, as described in our Agreement No. 7716, the County should submit a deposit for its share of the preliminary engineering costs:

Estimated Cost of Preliminary Engineering	$21,000
Less: Free Bridge Design to County	6,000
Basis for Computation of County Share	$15,000

COUNTY SHARE & ADVANCE DEPOSIT:
20% of $15,000 = $3,000

Please submit your P.E. advance deposit in the amount of $3,000. You may use one of the three options for payment described in the attachment.

Very truly yours,

ORIGINAL SIGNED BY
D. E. SWAN

D. E. Swan, P.E.
Program Control Engineer

KEH:pf
Attachment

bcc w/AD # 82-86: John Hagedorn, Region
Vern Skoog - Please return completed AD # 82-86
when advance deposit is received.

9637.

STATE OF OREC N **INTE OFFICE MEMO**

TO: Dale D. Allen
Region IV Engineer

ATTN: John R. Hagedorn

DATE: October 12, 1982 DES 23
16628

ORIGINAL SIGNED
J.M. TINDALL

FROM: John M. Tindall, P.E.
Principal Structural Design Engineer

SUBJECT: Beatty Slough Bridge
Beatty Slough Bridge Section
Coleman Valley Road FAS B326
Lake County
BR 16628

Attached are four reduced prints of Drawings 37321 and 36997 which are the preliminary plan and elevation and vicinity map for the subject structure. Also attached is a copy of the foundation report with the hydraulic report in the Appendix which should be forwarded to the County.

Note that concrete bridge approach panels have not been included in this project.

Our present estimate of costs for the proposed contract is:

Roadwork (To be done by County)	$
Structure (Including Guardrail)	174,000
Engineering and Contingencies	34,000
TOTAL	$208,000

Please use these prints to obtain the approval of Lake County. Return one set of prints to this office as soon as possible stamped with the appropriate approval.

We plan to call for bids on this project in May 1983.

JMT:jrb

Attachments

cc: H. A. Schell, FHWA, /w/ 1 set and copy of Foundation Report
Engineering /w/ 1 set
✓Project Management /w/ 1 set
Environment (M. Banks) /w/ 1 set

OGRAM MANAGEMENT SECTION
DHM ☐ DES ☐
SHM ☐ MJK ☐ DNH ☐
OCT 12 1982
REFERRED TO
FOR
FILE: PM FA LG.

STATE OF OREGON
HIGHWAY DIVISION - LOCATION UNIT

INTEROFFICE MEMO
LOC 8

TO: FILES

DATE: September 7, 1982

FROM: Gene M Finley
Gene M. Finley, P.E.
Hydraulics Design Engineer

SUBJECT: Beatty Slough Bridge
Coleman Valley Road (FAS B326)
Lake County

The proposed project will replace an existing 141-foot long, five-span structure. The proposed structure will be placed on the same alignment as the existing structure.

HYDROLOGY

Twentymile Creek is a south-north tributary of the Greaser Reservoir (recognized locally at the bridge site as Beatty Slough) and drains 220 square miles above the bridge site. Fifty years of stream gage data is available from gage number 10-3660 which is located 10± miles upstream from the bridge site with a drainage area of 194 square miles. The recurrence interval vs. peak discharge relationship listed below was determined from a statistical analysis of this gage data using a Gumbel statistical analysis and then adjusted to reflect the drainage area at the bridge site.

Recurrence Interval	Peak Discharge
100-year	4,820 cfs
50-year	4,260 cfs
25-year	3,700 cfs
10-year	3,030 cfs
5-year	2,440 cfs

A check dam located 500± feet downstream from the bridge site and dikes along the northwest side of Twentymile Creek maintain the normal pool level at approximately elevation 95.0 feet (assumed datum).

Mr. Pete Talbott, Manager of the M. C. Ranch, stated that highwater from the February 16, 1982 flood inundated the sag area of the southerly bridge approach to a maximum depth of 1.5 feet. The highwater for this flood is estimated to have been at elevation 100.5 feet (assumed datum) with a peak discharge of 3,080 cfs (11-year recurrence interval). This was the seventh largest flood of record measured at the gage.

Mr. Talbott stated that during the February 1982 flood, highwater on Greaser Reservoir overtopped the spillway by 12" to 18". He also stated that, in anticipation of a higher than normal runoff, two gates on Greaser Reservoir were opened prior to the February 1982 flood to provide additional storage and prevent overtopping of the dikes. During the February highwater some dike repair was necessary. The elevation of the top of the dikes along the northerly side at the site of the existing bridge is estimated to be 101.5 feet (assumed datum).

The largest flood of record occurred December 23, 1965 and is estimated to have been the 45-year flood (4,160 cfs). Mr. Talbott indicated that since this flood overtopped the upstream dikes, highwater was not a problem at the bridge site.

HYDRAULIC DESIGN

The stage for any given discharge at the bridge site will flucuate because the outflow from the reservoir is regulated. Because of this it is not possible to define a stage-discharge relationship for the bridge site; however, for design purposes, the February 16, 1982 flood was chosen as the design flood with an observed highwater of 100.5 feet (assumed datum) and an estimated peak discharge of 3,080 cfs.

A two-span or three-span bridge is suggested to comply with the County's request to maintain the existing waterway area. Installation of a pipe or pipes would operate with an increase in backwater, but since little if any dike freeboard is available, this alternate was neither studied or is recommended.

RIPRAP

No riprap protection would be required.

GMF:ge
Attachments

cc Frank Terpin w/attachments
Walt Hart "
Jack Davis "
Herb Schell, FHWA"
Don Harwell "
Dale Allen "

ROGRAM MANAGEMENT SECTION
DHM ☐ DES ☐
SHM ☐ MJK ☐ [✓ DNH ☐]
SEP 9 1982
REFERRED TO
FOR
FILE: PM FA LG.

HYDRAULIC DATA

	DESIGN FLOOD	BASE FLOOD		MAXIMUM FLOOD YEAR (1965)
Discharge cfs / m^3/s	3080			4160
Frequency — yrs.	11	100		45
H.W. Elevation Natural Channel ft. / m.	100.5			100.5+
H.W. Elevation Channel Change ft. / m.				
Average Velocity fps / mps	2.0			
Headwater Elevation ft. / m.	—			—
Tailwater Elevation ft. / m.	—			—

For Canals: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS:

OREGON DEPT. OF TRANSPORTATION
HYDRAULICS UNIT

BEATTY SLOUGH BRIDGE

COLEMAN VALLEY ROAD (FAS B326)

LAKE COUNTY

COMPILED BY: GENE M. FINLEY

DATE: SEPTEMBER 8.1982

8

September 3, 1982

Lake County Board of Commissioners
30 South M Street
Lakeview, OR 97630

AGR 4-2

Attention: Fairy Hammersley
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 7716

Gentlemen or Ladies:

Attached for your files is a fully executed copy of a Preliminary Engineering and Construction-Finance Agreement for replacement of the Beatty Slough (C.R. 3-15) Bridge on Coleman Valley Road, FAS-B326.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

js
Attachment

bc: Don Harwell

9637

OREGON STATE HIGHWAY DIVISION
120 DOT Building
Salem, Oregon 97310

Highway # [illegible]

Attention: Right-of-way Section

Subject: Federal Aid Project No. [illegible] Prefix [illegible]

Project Name [illegible]
Coleman Valley [illegible]

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☒ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☐ 1. This project required additional right-of-way purchased after Jaunuary 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidential charges related to the transfer of property will be paid by the county in accordance with said Act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Lakeview, Oregon, this 1st day of September, 1982

County of Lake

George Carlon
County Judge/Chairman

Louis Lamb
Commissioner

A. H. Sheer
Commissioner

Certified By:

Regional Right-of-Way Supervisor
Date Sept. 2, 1982

Instructions: Complete A or B and C.
R/W File No.

ROGRAM MANAGEMENT SECTION
DHM ☐ DES ☐
SHM ☐ MJK ☐ DNH ☐
SEP 3 1982
REFERRED TO
FOR
FILE: PM FA LG.

ROAD DESIGN SECTION DES 16

August 4, 1982

Frank Terpin
Location Engineer

Donald R. Adams
Final Design Engineer

[redacted]
Coleman Valley County Road
Lake County

We recently started plan preparation work on this project and found some discrepancies in the project data. The first problem we noted was the proposed bridge width of 28 feet and roadway width of 24 feet. Short runs of guardrail are proposed for the approaches to the structure. The second problem is with the 72" x 84" multi-plate pipe at Station 18+83+. The pipe flowline elevations make the top of the pipe about 1 foot higher than the existing road elevation.

These problems were discussed with George Wills. George suggested we return the project to you so these problems could be resolved.

By this letter, we are returning the project to you.

FE:ja

Enc.

cc Fred Eriksen

9637

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

DATE

PREFIX

1 - IDENTIFICATION

PROJECT NAME: Beatty Slough Bridge #37C40

HIGHWAY NAME: Coleman Valley County Road, FAS-C B-326

HIGHWAY NUMBER: CR #3-15

REGION: 4

ADMINISTRATIVE DISTRICT: 11

COUNTY: Lake

CITY: --

LENGTH: 0.5 mi

MILEPOST NUMBER: 3.6 TO

☒ RURAL ☐ URBAN

LOCAL GOVERNMENT PROJECT? ☒ YES ☐ NO

IF YES, UNIT OF GOVERNMENT: County

TYPE OF FUNDS: ☐ FAI ☐ FAP ☐ FAS ☐ STATE ☐ FAUS ☐ OTHER HBR

METHOD OF CONSTRUCTION: ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK: ☒ GRADING ☐ PAVING ☒ STRUCTURE ☐ SIGN ☐ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

PROJECT DESCRIPTION

Replace existing 16' x 140' bridge with a 28' wide 2-span, concrete slab of similar length. County to close road and provide detour during construction.

Deck elevation of new structure to be equal to, or slightly higher, than existing.

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME): 1980 - 80

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME):

LEVEL OF SERVICE		A	B	C	D	E	F
	EXISTING	☐	☐	☐	☐	☐	☐
	PROPOSED	☐	☐	☐	☐	☐	☐

DESIGN SPEED (MPH): 55

DESIGN STANDARDS: AASHTO

TRAFFIC ANALYSIS: ☒ LIGHT ☐ MEDIUM ☐ HEAVY

APPROVED

Frank E. [illegible]

Location Engineer

Date 7/21/82

FORM 734-1730 (12-78) Page 1

3 - FEATURES	EXISTI NUMBER AND WIDTH	P OSED NUMBER AND WIDTH
TRAVEL LANES	2 - 12' gravel	2 - 12' gravel
SHOULDERS	0	2 - 2' "
MEDIANS	0	0
PARKING LANES	0	0
SIDEWALKS	0	0
BIKEWAYS	0	0
INTERCHANGES	0	0
OTHER:	0	0

	YES	NO	MAYBE		YES	NO	MAYBE
Channelization	☐	☒	☐	Right of Way (cont.) Improvements	☐	☒	☐
Frontage Roads	☐	☒	☐	Access Control	☐	☒	☐
Traffic Signals	☐	☒	☐	Railroad Crossing	☐	☒	☐
Signing	☐	☒	☐	At Grade	☐	☒	☐
Illumination	☐	☒	☐	Separated	☐	☒	☐
Structures	☒	☐	☐	Railroad Encroachment	☐	☒	☐
Stage Construction	☐	☒	☐	Permits	☒	☐	☐
Pedestrian Crossing	☐	☒	☐	Conditional Use	☐	☒	☐
Rest Area	☐	☒	☐	Flood Plain	☐	☒	☐
Truck Scale Site	☐	☒	☐	Irrigation District	☐	☒	☐
Landscaping	☐	☒	☐	Water District	☐	☒	☐
Drainage	☒	☐	☐	Drainage District	☐	☒	☐
River Beatty Slough	☒	☐	☐	Div. of State Lands	☒	☐	☐
Stream	☐	☒	☐	Dept. of Geology & Min. Ind.	☐	☒	☐
Storm Sewer	☐	☒	☐	Corps of Engineers	☒	☐	☐
Sanitary Sewer	☐	☒	☐	Coast Guard	☐	☒	☐
Right of Way	☐	☒	☐	DEQ NPS Air Pollution	☐	☒	☐
Simple Acquisition	☐	☒	☐	DEQ NPS Water Pollution	☐	☒	☐
Complex Acquisition	☐	☒	☐	Building	☐	☒	☐
Relocations	☐	☒	☐	Fish & Wildlife Approval	☒	☐	☐

3 - FEATURES (cont.)

	YES	NO	MAYBE		YES	NO	MAYBE
Agreements (City-County Etc.)	☒	☐	☐	Hydraulics Study	☐	☒	☐
Environmental Assessment	☐	☒	☐	Soils Investigation	☐	☒	☐
Statewide Assessment	☒	☐	☐	Airport Clearance	☐	☒	☐
Negative Declaration	☐	☒	☐	Economic Analysis	☐	☒	☐
Environmental Impact Statement	☐	☒	☐	Requires Field Survey	☒	☐	☐
4-F Statement	☐	☒	☐	Old Survey Available	☐	☒	☐
Citizen Advisory Committee	☐	☒	☐	Requires Vicinity Map	☒	☐	☐
Public Hearing ______	☐	☒	☐	Requires Photogrammetry	☐	☒	☐
Borrow Source	☐	☒	☐	Requires Reconnaissance Survey	☐	☒	☐
Material Source	☐	☐	☒	Reconnaissance Available	☐	☒	☐
Utilities	☐	☒	☐	Design Review	☐	☒	☐

Type ______

4 - WORK ITEMS

	TO BE PERFORMED BY			
	APPLICANT	STATE		CONSULTANT
PRELIMINARY ENGINEERING	☐	☒		☐
RIGHT—OF—WAY	☐	☐	N/A	☐
CONSTRUCTION ENGINEERING	☐	☒		☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	—
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	—
CORRIDOR APPROVAL	( )	—
FIELD SURVEY	( )	1
PRELIMINARY DESIGN	( )	—
DESIGN APPROVAL/FINAL EIS	( )	—
RIGHT-OF-WAY DESCRIPTIONS	( )	—
RIGHT-OF-WAY ACQUISITION	( )	—
P.S. & E. DOCUMENTS	( )	3
RECOMMENDED CONSTRUCTION DATE	Nov. 82 (Region)	[redacted] (Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING
Stone base	10"	

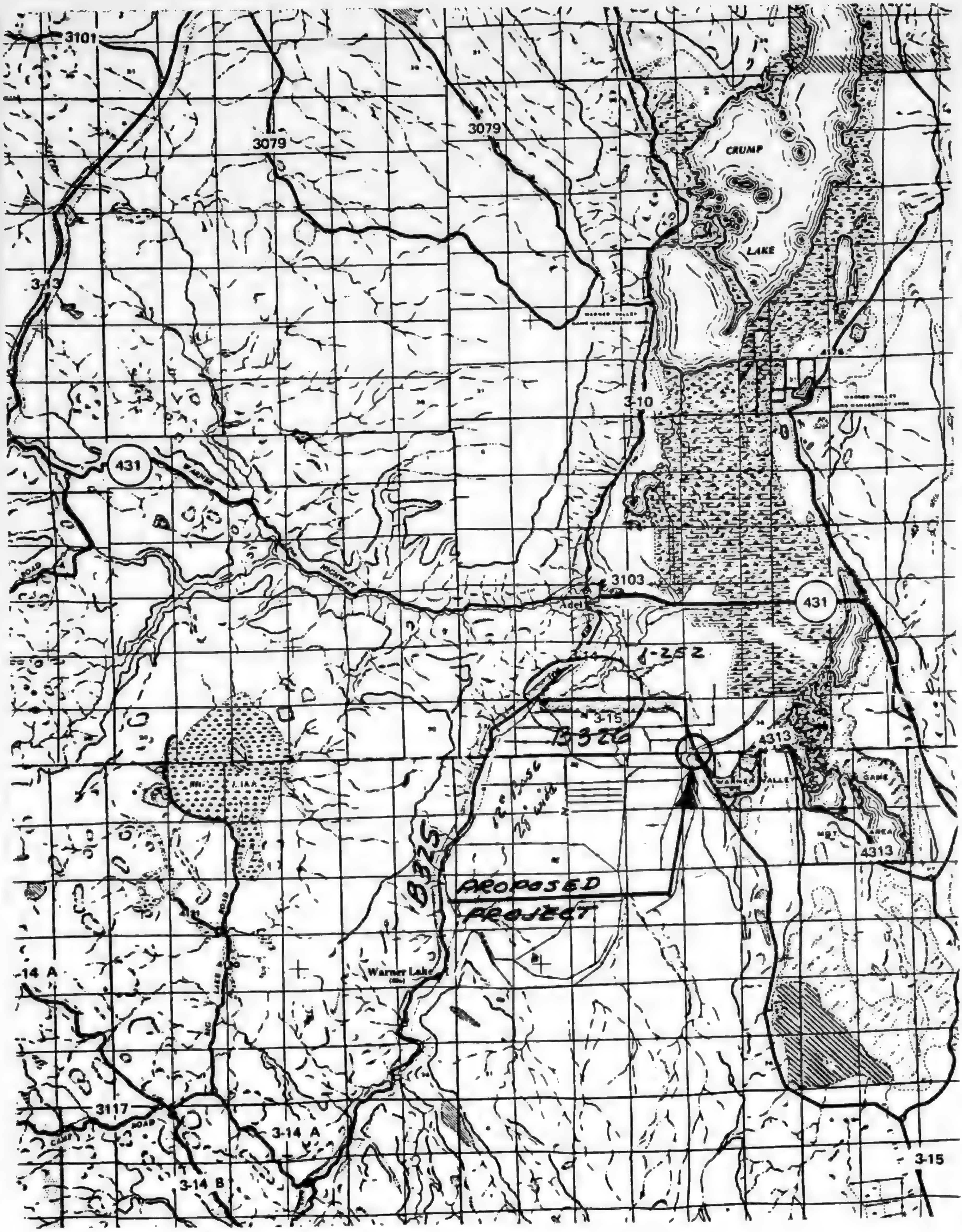
7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

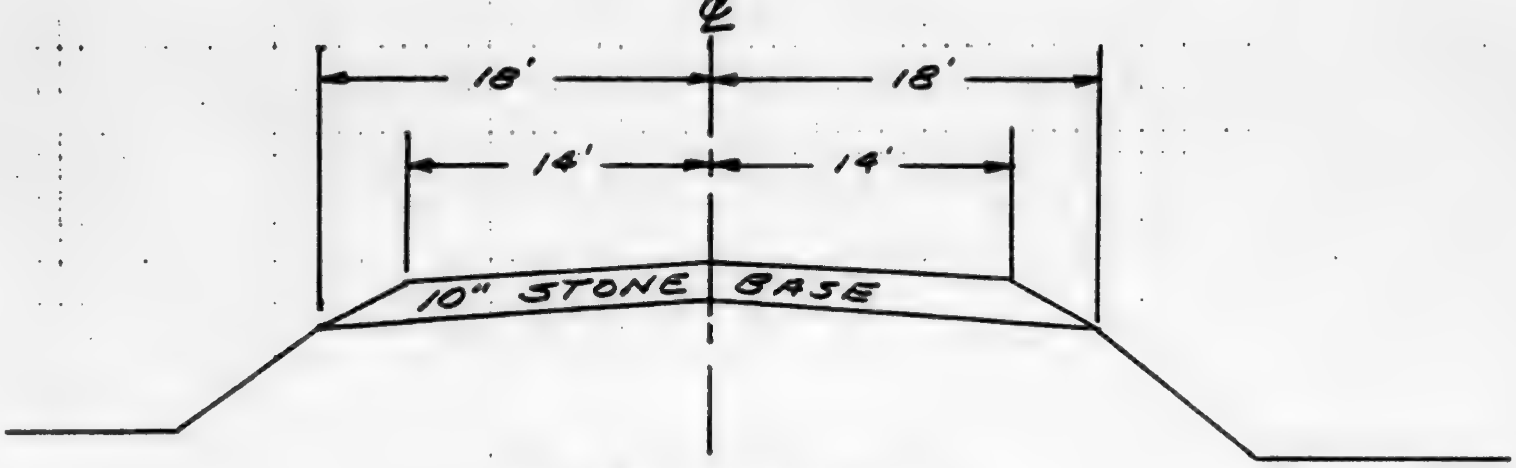
8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	15,000.	21,000
RIGHT OF WAY		
TRAFFIC CONTROL		
ILLUMINATION		
STRUCTURES Includes existing bridge removal	211,400.	198,000
RAILROAD		
ROADWAY	10,000.	10,000
OTHER		
ENGINEERING & CONTINGENCIES 40%	88,600.	83,500
PROJECT TOTAL	335,000.	$ 312,500

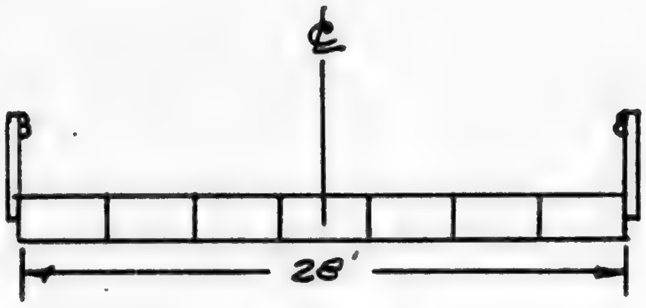
SUBMITTED BY JH Hagedorn


3101
3079
3079
CRUMP
LAKE
3-13
3-10
431
431
HIGHWAY
ROAD
3103
Adel
3-14
1-252
3-15
B326
4313
4313
12' base
25' wide
B325
PROPOSED
PROJECT
Warner Lake
3-14 A
3117
CAMP
ROAD
3-14 A
3-14 B
3-15

TYPICAL SECTIONS


℄
18'
18'
14'
14'
10" STONE BASE

AT BRIDGE ENDS
Flare for Guardrail where
appropriate



BRIDGE

BEATTY SLOUGH BRIDGE #37C34
COLEMAN VALLEY COUNTY RD.
#3-15 FAS-C B-326
LAKE COUNTY
HBR PROJECT
JUNE, 1982

U. S. DEPARTMENT OF TRANSPOR' ION
FEDERAL HIGHWAY ADMINIST. .TION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BRS-B326(1)
2. STATE PROJECT NO. See below
2A. COUNTY NAME Lake

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.
5. ITEM NO. 20122

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 6/15/82
8. FEDERAL ROUTE NUMBER Secondary B326
9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:
Beatty Slough (Coleman Valley) Bridge

11. GENERAL DESCRIPTION OF WORK
Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☒ XX PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION including archeological salvage and utility preparatory work TEC $21,000 F.F $16,800
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Swan's PEA dated 7/9/82 this will confirm the advance approval date of 6/15/82 to proceed with the above work while a drilling crew was in the vicinity as being in the public interest.

RECEIVED
STATE HWY ENGR
JUL 21 '82
REFER TO Voehring
FOR
Info | Inves | R/D | D R | Sign | Act | File

Orig to
7-21-82

14. DATE 7/19/82
15. SIGNATURE OF APPROVING OFFICIAL
16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

[illegible]

TO: Dale E. Wilken Division Administrator Federal Highway Administration Salem, Oregon 97301	**OREGON DEPT. OF TRANSPORTATION-HIGHWAY DIVISION** ADDENDUM TO LOCATION PROSPECTUS AND REQUEST FOR FEDERAL AID PRELIMINARY ENGINEERING AUTHORIZATION

PROJECT LOCATION	APPN CODE	ITEM NO.	PROJECT NO.	ROUTE NO. FED. S	ROUTE NO. STATE
Co. Rd., Approx. 5 mi. S.E. of Adel "Beatty Slough (Coleman Valley Rd.) Br. Sec."	114	20122	BRS-B326(1)	B326	Co. Rd.

Access Control None Parking Restrictions None System Revision None

Airports (within 2 Mi.) None ROW 60' normal

Water Development None Recreation & Historical Areas None

Lake (037)

A-95 Review:

State Cl. Ho. .... Exempt X Date Approved ________

Dist. 11 Cl. Ho. ..... Exempt X Date Approved ________ No Reply ___

Project Environmental Assessment: FHWA Concurrence Dated 2-25-80 Statewide

1-EIS ___ 2-Categorical Exclusion X 3-Draft Assessment & FONSI ___

Notes: (1) Project in Congressional District 2.

(2) Included in FY '82 AP in 6 Yr. HIP, Page 73.

(3) Bridge No. 37C40 is in bridge replacement inventory with sufficiency rating of 12.0.

I request authorization to proceed with the PRELIMINARY ENGINEERING work checked below:

X All Phases
___ All Phases thru Final Envir. Document
  X Incl. Archeological Salvage
  X " Util. Preparatory Work
  ___ " R.R. Preparatory Work

Est. Proj. Cost:

	TEC NTE	$ 21,000
80%	FF	$ 16,800
	STATE	$ 1,200
	Co.	$ 3,000

For PR-37:

Field Phase	$
PS&E Phase	$

REMARKS:
1) Attached is a copy of "Authority for Survey" & project maps.
2) Request confirmation of verbal authorization to proceed as of June 15, 1982 by Dave Carter (FHWA) to John Hagedorn.

CL:bkc

DATE	SIGNATURE OF REQUESTING OFFICIAL	TITLE
7-9-82	D.E. SWAN, P.E.	PROGRAM CONTROL ENGINEER

KEH
MT

9637 ACCT 7-16

Form ~~E-??~~ (Rev. 8-71)

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section	Beatty Slough (Coleman Valley Rd.) Bridge #37C40	Date	July 2, 1982
Highway	Coleman Valley County Road #3-15 FAS B326	Authorization No.	2
County	Lake #19	Survey Prefix (Assigned by Salem office)	5191929

Description of termini, route, length, etc.:

At M.P. 3.6, Coleman Valley Road #3-15, Fas-C B326, approximately 5.6 miles, by road southeasterly from Adel.

Proposed:

Replace a 64' pony truss, with 2-19' timber spans on both ends (140' overall length) X 16' wide with a 2-span, 28' X 140' concrete slab structure.

Purpose of Survey;

Perform all necessary work to prepare Plans, Specifications, & Estimate for a construction contract.

Estimate of Cost:

Project Manager	(901)	$3,000
Final Design	(905)	3,000
Region Geology	(910)	500
Traffic Section	(911)	200
Program Management	(920)	300
Specifications	(921)	2,000
Adm. Serv.(Eng.)	(922)	100
Environmental Section	(923)	200
Structural Foundations	(926)	3,500
Bridge Design For County	(927)	6,000
Surfacing Engineer	(933)	500
Region Traffic	(936)	100
Hydraulics	(937)	1,500
Region Environmental	(938)	100

Estimate of costs:

1000

BRS-B326(1)
6-15-82 $3000

21000
-6000
15000 (20%) = $3000

authority No 1 funded field work only as per verbal approval from FHWA 6-15-82

on HIP 430,000 BRUS - Project will be done w/ HBR funds

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

RECEIVED
JUL 07 1982
LOCATION SECTION

Total estimated cost of survey	$21,000
Previous authorization	6,000
Additional authorization requested	15,000
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by:

P. Lewellyn, Cost & Records Spec.
Field Engineer

Recommended for Approval:

Regional Engineer

Recommended for Approval:

Frank E. Turpin
Location Engineer

Approved:

E S Hunter
Assistant State Highway Engineer

HP*23604-734

NARRATIVE REPORT

BEATTY SLOUGH BRIDGE
COLEMAN VALLEY ROAD FAS B326
LAKE COUNTY

This will be a Federal Aid Project. This survey was initiated at the request of Lake County, the purpose of which was to gather information for the replacement of an existing 15'x141' Timber, and Pony Truss Structure.

Structure is located approximately 5½ miles from Adel, 2 miles along the Adel to Fort Bidwell Road, then 3½ miles along the Coleman Valley Road. Beatty Slough serves as a collector for excess irrigation water returning to Greaser Reservoir and carries runoff water from Warner Rim.

The horizontal alignment was determined by splitting the width of the existing structure at each end, and projecting each way. Stationing was established by assuming station 20+00 on the North end of the structure with stationing running ahead to the south. Elevations were established from an existing TBM with an assumed elevation of 100.00.

The proposed structure will be a 28'x140', two span slab or box beam structure sitting on piling and caps. This new structure will be located on the same alignment and grade as the existing structure.

The existing roadbed is 24' wide with a pit-run gravel surface. This typical will be maintained. All grading and surfacing work will be performed by county forces. The abutments should be backfilled by the contractor out to a point where heavier equipment can be worked.

A check dam 500-feet downstream from the existing bridge maintains water level at 95.0 for some distance upstream. It has been known to wash out in the spring according to the County Roadmaster. There is strong evidence that water runs over the road in the sag just south of the structure. This is a natural overflow and will remain as such. The county does not wish to cut down any on the waterway opening. If this is not possible due to the slab or beam thickness, the new bridge could be raised slightly to maintain the area. The existing superstructure from top of running boards to bottom of stringers is approximately 24-inches.

A minimum amount of guard rail will be required at each corner of the new bridge. No riprap will be needed due to the low flow velocity.

A north-south power line on the west side of the existing bridge is the only utility present. It is well outside the work area and no conflict is anticipated.

No Right-of-Way will be required on this project.

No unusual construction problems are anticipated. It would be desirable to have the job scheduled so that construction will take place in the late Fall when the water will be at its lowest point. The road can be closed during construction and traffic detoured over other county roads in the vicinity. At the time the Location was done, traffic was quite light. The bridge is currently posted for a 25-ton load limit.

For additional information, a good source would be Roy Kerr, Lake County Roadmaster, Lakeview; Phone 947-3353.

B. N. Hatcher

B. N. Hatcher
Project Manager
June 30, 1982

46-37

Hal

STATE OF OREGON

INTEROFFICE MEMO

BEND, OR 97708

TO: D. E. Swan
Project Management

DATE: June 25, 1982

FROM: J. R. Hagedorn
Region Federal Aid Specialist

J R Hagedorn

SUBJECT: Transmittal of Project Request and Programming Package
Beatty Slough Bridge #37C40
Coleman Valley County Road #3-15, FAS-C B-326
Lake County

Attached hereto is the Authority for Survey, Location Prospectus, and Project Request for the subject HBR project.

On June 14 FHWA's Dave Carter verbally gave tentative federal approval to proceed with the field survey sans traversing the normal, formal requirements. On June 15 he confirmed the approval, verbally.

This project meets the criteria for a "Catagorical Exclusion".

Region P.E. costs:

Field Survey (901)	$3,000.
Foundation Exploration (926)	3,000.

Total P.E. $15,000.

COMMISSION APPROVED 1-19-82
FY 1983

D. E. Swan - Please Program & Update PMS.
cc w/Attachment:
E. S. Hunter
D. H. Moehring
G. Bell
L. E. George
G. Potter
F. E. Terpin
W. J. Harte
J. B. Boyd
R. Trygstad
Lyle Watson
J. Sullivan
F. W. Yarbrough
F. Lowe
Region 3:
A. Shirley, Jr.
J. Ayres
N. Flanagan

JRH:pw

Enclosures

6-25-82
cc- Gifford
Terpin

PROGRAM MANAGEMENT SECTION
DHM ☐ DES ☑
SHM ☐ MJK ☐ DNH ☐
JUN 21 1982
REFERRED TO____________________
FOR ____________________
FILE: PM FA LG.

9637

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

DATE: 6/15/82

PREFIX:

1 - IDENTIFICATION

PROJECT NAME: Beatty Slough Bridge #37C40

HIGHWAY NAME: Coleman Valley County Road, FAS-C B-326

HIGHWAY NUMBER: CR #3-15

REGION: 4

ADMINISTRATIVE DISTRICT: 11

COUNTY: Lake

CITY: --

LENGTH: 0.5 mi

MILEPOST NUMBER: 3.6 TO

☒ RURAL ☐ URBAN

LOCAL GOVERNMENT PROJECT? ☒ YES ☐ NO

IF YES, UNIT OF GOVERNMENT: County

TYPE OF FUNDS: ☐ FAI ☐ FAP ☐ FAS ☐ STATE ☐ FAUS ☐ OTHER HBR

METHOD OF CONSTRUCTION: ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK: ☒ GRADING ☐ PAVING ☒ STRUCTURE ☐ SIGN ☐ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

PROJECT DESCRIPTION

Replace existing 16' x 140' bridge with a 28' wide 2-span, concrete slab of similar length. County to close road and provide detour during construction.

Deck elevation of new structure to be equal to, or slightly higher, than existing.

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME):

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME):

LEVEL OF SERVICE	A	B	C	D	E	F
EXISTING	☐	☐	☐	☐	☐	☐
PROPOSED	☐	☐	☐	☐	☐	☐

DESIGN SPEED (MPH): 55

DESIGN STANDARDS: AASHTO

TRAFFIC ANALYSIS: ☒ LIGHT ☐ MEDIUM ☐ HEAVY

3 - FEATURES	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH
TRAVEL LANES	2 - 12' gravel	2 - 12' gravel
SHOULDERS	0	0
MEDIANS	0	0
PARKING LANES	0	0
SIDEWALKS	0	0
BIKEWAYS	0	0
INTERCHANGES	0	0
OTHER:	0	0

	YES	NO	MAYBE
Channelization	☐	☒	☐
Frontage Roads	☐	☒	☐
Traffic Signals	☐	☒	☐
Signing	☐	☒	☐
Illumination	☐	☒	☐
Structures	☒	☐	☐
Stage Construction	☐	☒	☐
Pedestrian Crossing	☐	☒	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☐	☒	☐
Drainage	☒	☐	☐
River Beatty Slough	☒	☐	☐
Stream	☐	☒	☐
Storm Sewer	☐	☒	☐
Sanitary Sewer	☐	☒	☐
Right of Way	☐	☒	☐
Simple Acquisition	☐	☒	☐
Complex Acquisition	☐	☐	☐
Relocations	☐	☐	☐

	YES	NO	MAYBE
Right of Way (cont.) Improvements	☐	☒	☐
Access Control	☐	☒	☐
Railroad Crossing	☐	☒	☐
At Grade	☐	☒	☐
Separated	☐	☒	☐
Railroad Encroachment	☐	☒	☐
Permits	☐	☒	☐
Conditional Use	☐	☒	☐
Flood Plain	☐	☒	☐
Irrigation District	☐	☒	☐
Water District	☐	☒	☐
Drainage District	☐	☒	☐
Div. of State Lands	☐	☐	☐
Dept. of Geology & Min. Ind.	☐	☒	☐
Corps of Engineers	☐	☐	☐
Coast Guard	☐	☐	☐
DEQ NPS Air Pollution	☐	☒	☐
DEQ NPS Water Pollution	☐	☒	☐
Building	☐	☐	☐
Fish & Wildlife Approval	☐	☐	☐

3 - FEATURES (cont.)

	YES	NO	MAYBE		YES	NO	MAYBE
Agreements (City-County Etc.)	☒	☐	☐	Hydraulics Study	☐	☒	☐
Environmental Assessment	☐	☒	☐	Soils Investigation	☐	☒	☐
Statewide Assessment	☒	☐	☐	Airport Clearance	☐	☒	☐
Negative Declaration	☐	☒	☐	Economic Analysis	☐	☒	☐
Environmental Impact Statement	☐	☒	☐	Requires Field Survey	☒	☐	☐
4-F Statement	☐	☒	☐	Old Survey Available	☐	☒	☐
Citizen Advisory Committee	☐	☒	☐	Requires Vicinity Map	☒	☐	☐
Public Hearing ______	☐	☒	☐	Requires Photogrammetry	☐	☒	☐
Borrow Source	☐	☒	☐	Requires Reconnaissance Survey	☐	☒	☐
Material Source	☐	☐	☒	Reconnaissance Available	☐	☒	☐
Utilities	☐	☒	☐	Design Review	☐	☒	☐

Type ______

4 - WORK ITEMS

	TO BE PERFORMED BY			
	APPLICANT	STATE		CONSULTANT
PRELIMINARY ENGINEERING	☐	☒		☐
RIGHT–OF–WAY	☐	☐	N/A	☐
CONSTRUCTION ENGINEERING	☐	☒		☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	______
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	______
CORRIDOR APPROVAL	( )	______
FIELD SURVEY	( )	______
PRELIMINARY DESIGN	( )	______
DESIGN APPROVAL/FINAL EIS	( )	______
RIGHT-OF-WAY DESCRIPTIONS	( )	______
RIGHT-OF-WAY ACQUISITION	( )	______
P.S. & E. DOCUMENTS	( )	______

RECOMMENDED CONSTRUCTION DATE	Nov. 82 (Region)	______ (Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING
Stone base	10"	

7 - TYPICAL SECTION AND LOCATION

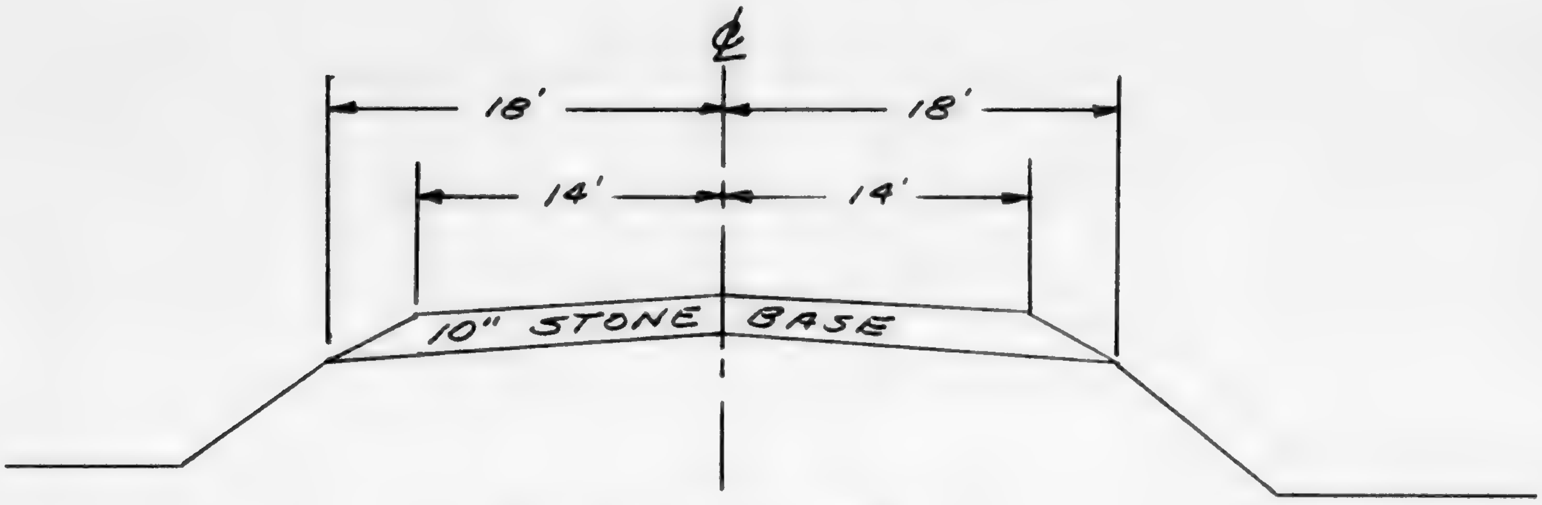
Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

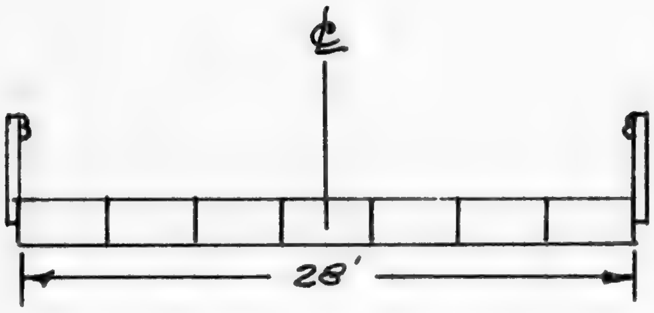
	REGION	SALEM
PRELIMINARY ENGINEERING	15,000.	
RIGHT OF WAY		
TRAFFIC CONTROL		
ILLUMINATION		
STRUCTURES ..Includes existing bridge removal............	211,400.	
RAILROAD		
ROADWAY	10,000.	
OTHER ________________________________		
ENGINEERING & CONTINGENCIES ....40%...................	88,600.	
PROJECT TOTAL	335,000.	

SUBMITTED BY Hagedorn

TYPICAL SECTIONS


℄
18'
18'
14'
14'
10" STONE BASE

AT BRIDGE ENDS
Flare for guardrail where
appropriate



BRIDGE

BEATTY SLOUGH BRIDGE #37C34
COLEMAN VALLEY COUNTY RD.
#3-15 FAS-C B-326
LAKE COUNTY
HBR PROJECT
JUNE, 1982

Form E-39 (Rev. 9-71)
9637

(BSB0001)

OREGON STATE HIGHWAY DIVISIC

AUTHORITY FOR SURVEY

Section Beatty Slough Bridge #37C40
Highway Coleman Valley County Road #3-15 - FAS-C B-326
County Lake #19

Date June 15, 1982
Authorization No. 1
Survey Prefix 519-1929 (Assigned by Salem office)

Description of termini, route, length, etc.:

At M.P. 3.6, Coleman Valley County Road #3-15, FAS-C B-326, approximately 5.6 miles, by road, southeasterly from Adel.

Proposed:

Replace a 64' pony truss, w/2-19' timber spans on both ends (140' overall length) x 16' wide with a 2-span, 28'x140' concrete slab structure.

Purpose of survey:

Prepare plans, specifications and cost estimate.

Hagedorn recieved verbal approval to do field work from D. Carter ~~ay~~ 6-14-82

— Work approved through field survey —

		Estimate of Cos
Field Survey	(901)	3000
Citizen Participation	(902)	
City or County	(903)	
Consultant	(904)	
Final Design	(905)	
Bridge Design	(906)	
Preliminary Design	(907)	
R/W Descriptions	(909)	
Soils and Geology	(910)	
Traffic	(911)	
Landscape	(912)	
Liaison	(913)	
Utility	(914)	
Photogrammetry	(916)	
Location Studies	(918)	
Engr. Graphics	(919)	
Office Engineer	(920)	
Specifications	(921)	
Environmental	(923)	
Foundation Exploration	(926)	3000
Seminars	(950)	
Hearings	(980)	
Equal Opportunity	(985)	
Advisory Committees	(986)	

on HIP 79 73

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

RECEIVED
JUL 01 1982
LOCATION SECTION

Total estimated cost of survey	$6000
Previous authorization	
Additional authorization requested	
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by: J R Hagedorn
Field Engineer

Recommended for Approval: Donald Allen
Regional Engineer

Recommended for Approval: Frank C. Napier
Location Engineer

Approved:
Assistant State Highway Engineer

SP*23606-734

FEDERAL AID PROJECT REQUEST

Date: June 14, 1982

Applicant Agency Lake County

Request for: Off System ____, FAS-C ____, FAUS ____, Project HBR

Federal Aid Route No. B-326 Route Name ____

Project Name Beaty Slough Bridge No. 37C40

Project Length 0.05 miles Project Location (attach sketch map)

Project Description

Replace structure over Beatty Slough on County Road #3-15, approximately 5 miles southeast of Adel

Average Daily Traffic ____ Design Speed 55

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 24 ft Travel Lanes 2 Shoulders None

Medians none Parking none

Sidewalks none

Remarks Gravel surface - shoulder to shoulder

2. Desired Roadway Cross Section: (Attach sketch)

Width 24 ft. Travel Lanes 2 Shoulders none

Medians none Parking none

Curbed none Length Curb Radii none

Sidewalk/Bikeway Regrading and stone surfacing to extend

Remarks 50 ft. from new bridge ends.

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 60 ft. Minimum 60 ft. Maximum 60 ft.

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes ____ No X

3. Will additional right-of-way be needed? Yes ____ No X
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes ____ No ____

Remarks ____

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

None

2. Proposed Signalization:

Location none

Type

Phases

Type of Suspension

Interconnected

Remarks

3. Permanent Signing:

Include in project or by applicant? Applicant

4. Permanent Striping:

Include in project or by applicant? N /A

IV. ILLUMINATION DATA

1. Existing Illumination and Location:

None

2. Proposed Illumination:

Location None

Type

Remarks

V. STRUCTURE DATA

1. Existing Structure:

Location County Rd. 3-15 over Beatty Slough - 5 mi. SE of Adel

Type 1 - 64 ft. Pony truss w/2-19' timber appr. spans each end.

Approach Roadway Width 24 ft. Shoulder Width -

Length 140 ft. Width 16 ft.

To remain in place? No

2. Proposed Structure:

Location Same as above

Existing bridge to be removed

Approximate Size: Length 140 ft.. Width 28 ft.

Are sidewalk/bikeways desired? No

Are any utilities to be attached to structure? No

Are provisions for illumination desired? No

Are there any unusual or complicating conditions? None

Remarks

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes ______ No X

   Name of Railroad

   Existing Crossing Protection

2. Will existing railroad crossing be altered?

   Remarks

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement ______ Office
2. Environmental ______ Office
3. Public Hearing ______ Office

Remarks

VIII GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

   Applicant ______ State X Consultant ______

2. Project construction engineering to be performed by:
Applicant ____________ State X Consultant ____________

3. Will applicant perform any work prior to or after award of contract?
Yes ____________ No X
If "yes" describe briefly: ____________

4. Applicant's estimate of cost for requested project:

Roadway Work	$ 10,000.
Right-of-Way costs (if participating)	
Traffic Control	
Illumination	
Structures (incl. rem.old bridge)	211,400.
Railroad	
Other Const.Engr. & Contingencies (40%)	88,600.
Preliminary engineering	15,000.
PROJECT TOTAL	$ 335,000.

Remarks Road at bridge site to be closed and signed for detour by County

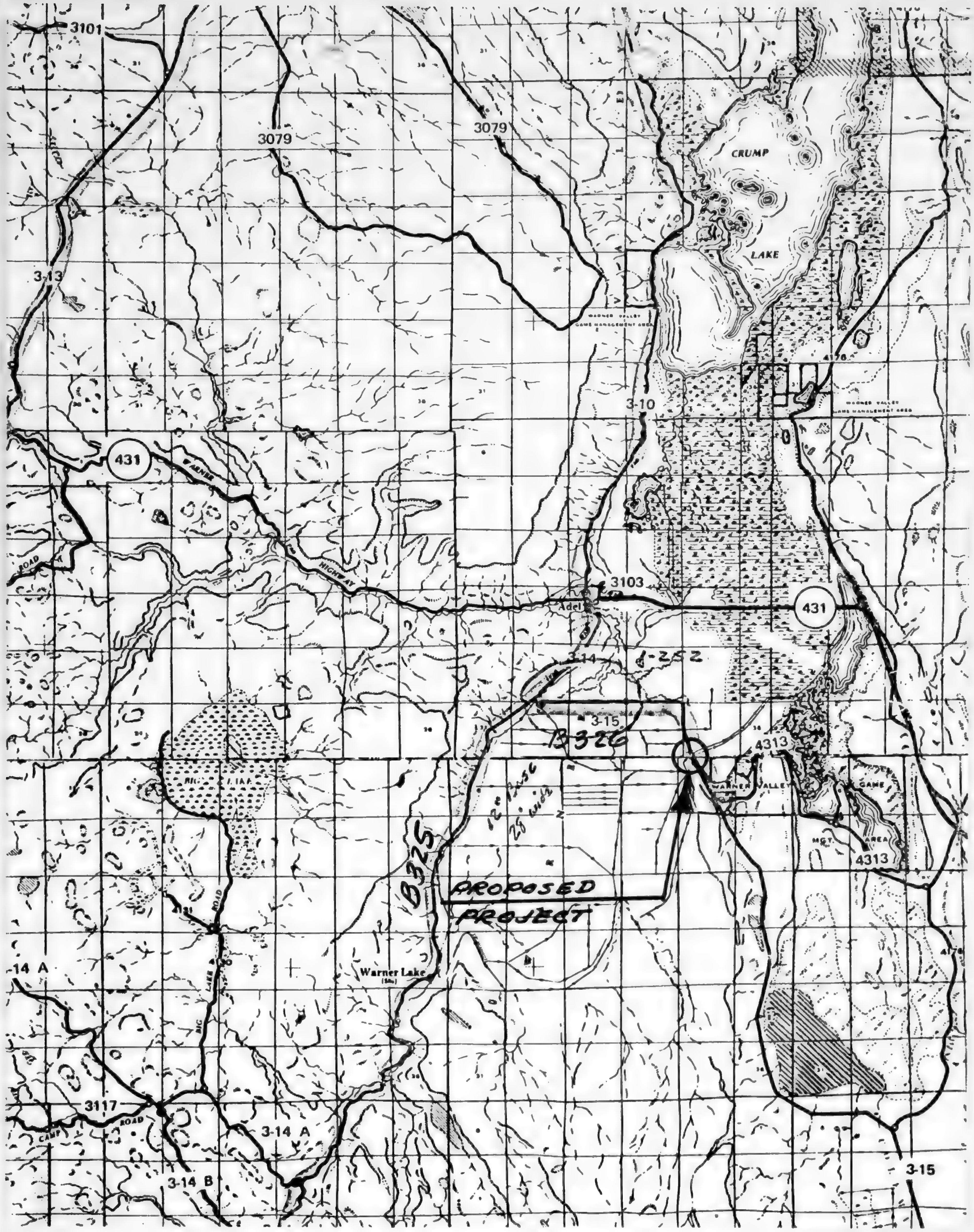
THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF ____________ and/or LAKE COUNTY

BY: ____________ BY: George Carlson

BY: ____________ BY: Louis Lamb

BY: A. H. Sheer


3101
3079
3079
CRUMP
LAKE
3-13
3-10
431
WARNER
HIGHWAY
ROAD
3103
Adel
431
3-14
d-252
3-15
B326
4313
WARNER VALLEY
GAME
AREA
4313
12" Pass
28' wide
B325
PROPOSED
PROJECT
Warner Lake
BIG LAKE
ROAD
3-14 A
3117
CAMP
ROAD
3-14 A
3-14 B
3-15

1983 Goshen-Cottage Grove Sec. 9638
of Pacific Hwy. S. of Eugene.
(Grading & paving)

jc cc: OSHD (Rulien)

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

STATE COPY

REGION NO. 10	REPORT NO. 8	COUNTY Lane	DIVISION Oregon
DATE OF REPORT 12/3/87	REPORT MADE BY Richard R. Arnold, Area Engineer		PROJECT NO. IR-5-3(125)175
COMPLETION DATE (Actual) 10/26/84	ACCEPTANCE DATE BY CONRTACT AGENCY 7/10/87	TIME ELAPSED 100 %	CONTRACT TIME 475 C.D.
LOCATION See Below			

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorised changes and extra work.*

GOSHEN - COTTAGE GROVE SECTION
PACIFIC HWY SOUTHBOUND
Grading & Paving

This project provided for the construction of the outside lane with CRPCC and an asphalt concrete overlay of the inside lane of a 13.19 mile southbound section of I-5.

The final estimated cost of the project was $5,828,811.95 which includes $5,120,963.12 for original bid item work, $134,171.84 for work completed under approved price agreements, $45,745.52 for extra work orders, $33,431.47 for State force work and $494,500.00 for construction engineering to date.

Price agreement #21 for a lump sum payment of $132,688.74 claim settlement was reviewed and approved by this office on 12/4/85.

A total of 487 calendar days were used in completing the work as compared to the 475 calendar days allowed under the contract. A 12 day time extension was approved 2/1/85 therefore no liquidated damages for overrunning the time were assessed.

A statement of quantity overruns and underruns is attached to the Division file copy of this report.

- RRA -

NOTED
W. E. SCHWARTZ

cy
12/14

RECEIVED
STATE HWY ENGR
DEC 8 '87
REFER TO Fredrickson
FOR
In In R/ D/ Sign Ad File

ACCEPTANCE OF PROJECT IS RECOMMENDED	ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION
SIGNATURE Richard R. Arnold	SIGNATURE John T. Price
TITLE Area Engineer — DATE 12/4/87	TITLE District Engineer — DATE 12/7/87

FORM FHWA 1446B PREVIOUS EDITIONS MAY BE USED

July 23, 1987

CON 5 - #9638

Industrial Indemnity Company
Bond Department
101 SW Main, Suite 1300
Portland, OR 97204

On July 14, 1987, we wrote to you concerning release of final payment on Contract No. 9638 awarded to Wildish Corvallis Construction Co. for work on the Goshen-Cottage Grove Section of the Pacific Highway in Lane County.

Final payment on this contract is $614.18 and the total contract amount is $5,292,916.53 including $45,745.52 for work performed under force account.

Fran Neavoll
COMMISSION SERVICES

cgc

cc: Wildish Corvallis Construction Co.
P.O. Box 7428
Eugene, OR 97401

bc: C. O. Fredrickson
Walt Hart
James J. Gix

1859

NEIL GOLDSCHMIDT
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

April 14, 1987

In Reply Refer to
File No.:

Tim Hendrix, Project Manager
Wildish Corvallis Construction Co.
P. O. Box 7428
Eugene, OR 97401

Re: Appeal of Determination of Underpayment
of Wages and Fringe Benefits

Goshen-Cottage Grove Section
FAP No IR-5-3(125)175
Contract No. 9638

Elkhead Road Interchange-Rice Hill Interchange
FAP No. IR-5-3(131)147
Contract No. 9930

Goshen-Cottage Grove (N.B. Lanes)
FAP No. IR-5-3(132)174
Contract No. 9939

NOTED
V. E. SCHWART

This will acknowledge receipt of your Appeal Notice on behalf of Wildish Corvallis Construction Company and Concrete Products, Inc.

This issue is being referred through the Federal Highway Administration to the U. S. Department of Labor for processing.

J. L. Widmer, Acting Manager
EEO, MBE & Labor Compliance

JLW:KT:mk

cc: Charles R. Schrader
Allen, Kilmer, Schrader, Yazbeck & Chenowith

bc: Larry Rulien
W. E. Schwartz
C. O. Fredrickson
Jack Sollis
Dale E. Wilken, FHWA

RECEIVED
STATE HWY ENGR
APR 14'87
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

03174m2

NEIL GOLDSCHMIDT
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

April 14, 1987

In Reply Refer to
File No.:
9638
9930
9939

Charles R. Schrader
Allen, Kilmer, Schrader, Yazbeck
& Chenoweth
1600 Orbanco Building
1001 SW Fifth Ave.
Portland, OR 97204

Re: Appeal of Determination of Underpayment
of Wages and Fringe Benefits

Goshen-Cottage Grove Section
FAP No IR-5-3(125)175
Contract No. 9638

Elkhead Road Interchange-Rice Hill Interchange
FAP No. IR-5-3(131)147
Contract No. 9930

Goshen-Cottage Grove (N.B. Lanes)
FAP No. IR-5-3(132)174
Contract No. 9939

This will acknowledge receipt of your Appeal Notice on behalf of Wildish Corvallis Construction Company and Concrete Products, Inc.

This issue is being referred through the Federal Highway Administration to the U. S. Department of Labor for processing.

J. L. Wid

J. L. Widmer, Acting Manager
EEO, MBE & Labor Compliance

JLW:KT:mk

cc: Tim Hendrix, Project Manager
Wildish Corvallis Construction Co.

bc: Larry Rulien
W. E. Schwartz
C. O. Fredrickson
Jack Sollis
Dale E. Wilken, FHWA

RECEIVED
STATE HWY ENGR
APR 14'87
REFER TO
FOR
Info Inves R/D D/R Sign Act File

03174m

Form 734-3122 (1-87)

TO: Oregon Transportation Commission

SUBJECT: Confirmation Report of Actions Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I took the following actions and report this for your official records:

1) On January 14, 1987, approved an agreement with Wildish Corvallis Construction Co., and the Highway Division allowing contractor to deposit securities with the trustee, Old National Bank, Redmond Branch, in lieu of payment of alleged underpayment of wages and fringe benefits by Concrete Products, Inc., supplier, on the following contracts:

MISC CONTRACTS and AGREEMENTS No. 9130

   No. 9638
   Goshen-Cottage Grove
   Pacific Highway, Lane County

   No. 9930
   Elkhead Rd. Interchange-Rice Hill Interchange
   Pacific Highway, Douglas County

   No. 9939
   Goshen-Cottage Grove
   Pacific Highway, Lane County

2) On January 21, 1987, signed Supplemental Contract Agreement No. 2 with Jack Burris Land Surveying for engineering services in Geographical Area 5B-La Grande. Supplemental changes the maximum compensation from $7,000 to $8,000. (Original agreement approved by Transportation Commission on April 15, 1986.)

3) On January 22, 1987, approved a personal service contract with Conference Company to provide support services for four one-day workshops on Basic Supervision beginning on or after January 30, 1987, and ending March 31, 1987, in Albany, Bend, La Grande and Roseburg at a cost not to exceed $3,000.

4) On January 23, 1987, signed a personal service contract with Wilsey & Ham, Inc. for preliminary engineering services on the Columbia City-Warren Section of the Lower Columbia River Highway in Columbia County at a cost of $186,514.94. All work shall be done within 330 calendar days. (Approved by Transportation Commission on May 15, 1984.)

5) On January 26, 1987, signed an agreement between the Highway Division and the Parks and Recreation Division relating to provision of financial management and accounting support services.

6) On January 27, 1987, established a 40 MPH speed zone on Franklin Boulevard (McVay Highway Frontage Road) in Lane County from the connection to McVay Highway No. 225 (M.P. F1.42) to College View Road (M.P. 2.18). Rescinds Speed Zone Order No. 933, dated May 22, 1986. (See Speed Zone Order No. 942)

7) On January 28, 1987, signed a supplemental agreement with the City of Portland that changes the work scope and increases the total project cost to $68,000 for the McLoughlin Corridor Project. (Approved by the Transportation Commission on May 20, 1980.)

8) On January 29, 1987, approved a personal service contract with Asphalt Specialists, Inc. to conduct four one-day workshops in pothole patching and crack sealing beginning on or after February 1, 1987, and ending March 31, 1987, at a cost of $3,800 in Roseburg, Corvallis, Bend & La Grande.

9) On January 29, 1987, signed an amendment to an agreement with Howard Needles Tammen & Bergendoff for preliminary engineering and environmental analysis on the Hayesville Interchange-Battlecreek Interchange Section of the Pacific Highway in Marion County. Amendment revises Phase III which covers preparation of the hearing study report. Phase III shall be completed in nine months, and the maximum cost is increased from $683,060 to $850,743. (Original contract approved by Transportation Commission on March 20, 1984.)

10) On February 4, 1987, approved a supplement to an agreement with the City of Nyssa for the traffic signal project on the Central Oregon Highway at 2nd Street in Malheur County. This supplement clarifies an insurance issue on the project.

11) On February 4, 1987, approved a supplement to an agreement with CH2M-Hill Northwest, Inc. for the South Slough (Charleston) Bridge preliminary engineering project in Coos County. This supplement revises the time schedule and extends the project completion date. (Approved by Transportation Commission on May 15, 1984.)

12) On February 5, 1987, signed a petition to vacate a section of Oregon Street between its intersection with First Street and The Dalles-California Highway in Klamath County.

13) On February 5, 1987, approved a personal service contract with Conference Company to conduct four one-day workshops in pothole patching and crack sealing beginning on or after January 30, 1987, and ending April 30, 1987, in Roseburg, Bend and La Grande at a cost not to exceed $3,000.

14) On February 5, 1987, approved a memorandum of agreement between the Highway Division and Public Utility Commissioner covering the truck inspection program beginning on October 1, 1986, through September 30, 1987.

15) On February 5, 1987, signed an agreement with PTS Business Development Center to provide supportive services to Disadvantaged, Minority and Women Business Enterprises at a cost of $128,000 from February 3, 1987 to February 2, 1988. (Approved by Transportation Commission on May 20, 1986.)

16) On February 5, 1987, signed an agreement with PTS Business Development Center to provide supportive services to enhance employment opportunities, placements and retention rates of minorities and women as trainees or apprentices on Federal-aid highway construction projects in Oregon at a cost of $109,000 beginning February 3, 1987 to February 2, 1988. (Approved by Transportation Commission on May 20, 1986.)

17) On February 10, 1987, signed an intergovernmental agreement with Arizona Department of Transportation to accommodate all State and Federal requirements covering the field test automatic vehicle identification equipment for the Crescent Demonstration Project. (Approved by Transportation Commission on September 16, 1986.)

18) On February 17, 1987, approved a personal service contract with National Corrective Training Institute for traffic safety classes on April 13 in The Dalles, April 15 in Bend, and April 17, 1987, in Klamath Falls at a cost not to exceed $2,800.

19) On February 20, 1987, authorized an emergency contract for placement of riprap protection to limit erosion of the ocean shore and adjacent roadway embankment at M.P. 319.5 on the Oregon Coast Highway between Ophir and Nesika Beach in Curry County. Estimated cost of repairs is $200,000. I determined that emergency repairs need to be done immediately to preserve the highway and protect the safety of the traveling public. Due to the emergency nature of the situation, time is not available to formally obtain bids.

20) On February 21, 1987, established 30 and 45 MPH speed zones on the Ochoco Highway No. 41 at the west city limits of Prineville in Crook County. Includes a 20 MPH speed zone when children are present. Rescinds Speed Zone Order #462 dated July 14, 1964. (See Speed Zone Order No. 943)

21) On February 24, 1987, approved an agreement with Spout Springs Fun Machine and Snow Company covering snow removal operations at the Spout Springs Ski Area in Union County.

22) On February 24, 1987, signed Supplemental Agreement No. 2 with Howard Needles Tammen & Bergendoff for preliminary design on the Alsea Bay Bridge in Lincoln County. Compensation for extra work in the amount of $605,408 increases the total project cost to $2,549,926 and calendar days are changed from 630 to 900. (Original agreement approved by the Transportation Commission on July 31, 1984.)

23) On February 26, 1987, signed a supplement to an agreement with Cooper Consultants for preliminary engineering services on the O'Neil Junction-N.C.L. Redmond Section of The Dalles-California Highway in Deschutes County. This supplement increases the project scope and total project cost from $142,632.00 to $146,235.00. (Original agreement approved by Transportation Commission on July 31, 1984.)

24) On February 27, 1987, signed Supplemental Agreement No. 1 with Tibbetts-Abbett-McCarthy-Stratton for the Phase 1 Survey of 181st Avenue-Troutdale Section of the Columbia River Highway (I-84) in Multnomah County. Supplement includes analysis and evaluation of relocating the UPRR line which parallels the freeway and increases the total project cost not to exceed $310,470.16. (Original agreement approved by the Transportation Commission on July 16, 1985.)

25) On February 27, 1987, signed Supplemental Agreement No. 5 with OBEC Consulting Engineers for preliminary engineering on the Cogswell Hill Slide Section of the McKenzie Highway in Lane County. Supplemental increases the cost of fixed price from $71,020 to $75,115.83. (Original agreement approved by the Transportation Commission on May 15, 1984.)

Larry W. Rulien, State Highway Engineer

Dated this 6 day of March, 1987

3-6-87

jc

U. S. DEPARTMENT OF TRANSPO ATION
FEDERAL HIGHWAY ADMINI ATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IR-5-3(125)175

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Lane

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 20052

6. TO
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE February 7, 1986

8. FEDERAL ROUTE NUMBER Interstate 5

9. STATE ROUTE NUMBER Primary 1

10. GENERAL LOCATION:
Goshen - Cottage Grove Section

11. GENERAL DESCRIPTION OF WORK
Replace permanent speed monitor

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON ~~AN AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 2/7/86 as requested in Mr. Fredrickson's letter of 5/16/86 as being cost effective for the use of State forces to proceed with the above work.

State Force Order No. 10 is approved to a TEC of $2,000; Federal Funds $1,844.

RECEIVED
STATE HWY ENGR
MAY 30 '86
REFER TO
Potter
FOR
Info Inves R/D D/R Sign Act File

14. DATE 5/28/86

15. SIGNATURE OF APPROVING OFFICIAL Christianson

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

April 9, 1986

In Reply Refer to
File No.:

Wildish Corvallis Construction Co.
P.O. Box 7428
Eugene, OR 97401

CON 3

NOTED
W. E. SCHWARTZ

RECEIVED
STAT HWY ENGR
APR 10 '86
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File
✓						

RE: Goshen-Cottage Grove
FAP No. IR-5-3(125)175
Contract No. 9638
Underpayment of Wages and Fringe Benefits

Elkhead Rd. Intrchge-Rice Hill Intrchge.
FAP No. IR-5-3(131)147
Contract No. 9930
Underpayment of Wages and Fringe Benefits

Goshen-Cottage Grove
FAP No. IR-5-3(132)174
Contract No. 9939
Underpayment of Wages and Fringe Benefits

A subcontract was not furnished, as required by our contract with you, for the production of temporary concrete barriers for each of these projects. The proper wage rates plus fringe benefits were not paid to employees producing the barriers.

Our position considering this activity as work covered under these contracts has not changed. This decision includes the review of the comprehensive letter from Johnny R. Flynn of Concrete Products, Inc.

Please require Concrete Products, Inc. to pay the correct wage rate, including fringe benefits, with copies of canceled checks (front and back) furnished as proof of payment to the employees affected.

Should you choose to appeal our determination, you must make a formal request through us, pursuant to 29 CFR Part 5, for further processing by the Federal Highway Administration.

J. L. Widmer

J. L. Widmer
EEO, MBE, and Labor Compliance Officer

JLW:sc

cc: Johnny R. Flynn

bc: Dale E. Wilken, FHWA
Larry Rulien ✓
Jack Sollis
James Gix
John Read
Larry Lindley

04031s

9 jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IR-5-3(125)175
2. STATE PROJECT NO. See Below
2A. COUNTY NAME Lane

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.
5. ITEM NO. 20052

6. TO
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE March 8, 1985
8. FEDERAL ROUTE NUMBER Interstate 5
9. STATE ROUTE NUMBER Primary 1

10. GENERAL LOCATION:
Goshen - Cottage Grove Section

11. GENERAL DESCRIPTION OF WORK
Installation of Pavement Markers

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON A XXXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 3/8/85 as requested in Mr. Fredrickson's letter of 3/3/86 as being cost effective for the use of State forces to proceed with the above work.

State Force Order No. 9 is approved to a TEC of $2,600; Federal Funds $2,397.

RECEIVED
STATE HWY ENGR
MAR 13 '86
REFER TO Potter
FOR

Info	Inves	R/D	O/R	Sign	Act	File

Orig. to
3/13

14. DATE 3/12/86
15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner
16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center - Suite 100
530 Center Street NE
Salem, Oregon 97301

March 4, 1986
IN REPLY REFER TO
HFO-OR/380.2

RECEIVED
STATE HWY ENGR
MAR 6 '86
REFER TO Fredrickson
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

NOTED
W. E. SCHWARTZ

Orig to
3/7

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Rulien:

Portland Cement Concrete Paving
85-IND-1(B)

During the 1985 construction season our Engineers reviewed eight PCC paving projects while construction activities were underway. The projects reviewed were:

North Tigard - South Tigard
North Jefferson - North Albany
North Albany - Lebanon/Corvallis Interchange
Goshen - Cottage Grove
Elkhead Road - Rice Hill
Banfield Freeway
North Powder - Baldock Slough
Columbia River Br. - Umatilla River

The following findings and recommendations are presented for your consideration. While these deficiencies were not common to all projects they were encountered often enough to warrant your attention.

1. FINDINGS

Project personnel (State and Contractor) were not always aware of the contract requirements and the importance of certain practices such as mix consistency, timely sawing, preparation of area for slip form paving equipment to operate on, construction joint construction, timely texturing, water application during the finishing process, etc.

RECOMMENDATIONS

Contract provisions should include a requirement for a pre-paving conference involving State and contractor personnel similar to that required for AC paving. A PCC inspector refresher course should also be developed and conducted for all project personnel assigned to PCC paving projects.

2. FINDINGS

Tie bars between adjacent concrete panels poured separately were being inserted in the plastic concrete. This oftentimes resulted in undesirable edge slump, poor positioning of the tie bars, and unsatisfactory bond between the tie bar and the concrete.

RECOMMENDATION

Require the tie bars to be installed by drilling and epoxying into the hardened concrete prior to pouring the adjacent panel.

3. FINDINGS

Sawing of the longitudinal joint was not always being accomplished in a timely manner. Some pavement segments remain unsawed several months after completion. Other pavements have random longitudinal cracks near centerline which is an indicator of late sawing of the centerline joint.

RECOMMENDATIONS

The contractor should be required to saw the centerline joint in a timely manner as set forth in the contract. Concrete placement should not be allowed unless the contractor has sufficient sawing equipment and personnel available to accomplish necessary sawing in accordance with contract specifications. Project personnel should be made aware of the importance of timely sawing and instructed to strictly enforce contract requirements.

4. FINDINGS

The specifications provide for the surface texture to meet the texture of a standard reference block. This standard reference block was not found on most projects.

RECOMMENDATIONS

This specification requirement, if considered necessary, should be enforced. Otherwise, this specification requirement should be eliminated.

5. FINDINGS

Excessive water was being applied to the concrete surface during finishing operations. On one project water was being applied from spray nozzles installed on the float finishing machine. Excessive water is highly detrimental to the durability of the surface mortar.

RECOMMENDATIONS

Specification requirements should be strictly enforced regarding application of water during the finishing process.

6. FINDINGS

An unusual amount of grinding is required to obtain the specified smoothness. This appears to be a result of several things,such as; spreading and finishing with a single machine, poorly prepared grades on which the slip form paving equipment must travel, inconsistency of the concrete mix, and end dumping directly into the spreading and finishing machines.

RECOMMENDATIONS

Require two machines - one for spreading and the second for finishing. Enforce contract specifications concerning preparation of the area on which the slip form paving equipment operates. Obtain mix consistency by requiring strict control of the mix ingredients by the contractor. Require the plastic concrete be deposited by side conveyor. (Let's get back to the good old days when specified pavement smoothness was easily obtained without grinding, except at an occasional construction joint.)

7. FINDINGS

Traffic was allowed on new PCC pavement prior to obtaining the specified smoothness. The impact loadings caused by rough pavement are highly detrimental to pavement performance and particularly so when applied to partially cured pavements.

RECOMMENDATIONS

Traffic should not be allowed on the new pavements until a specified smoothness is obtained.

8. FINDINGS

Length of stages were too restrictive under most project conditions. In some cases contract changes were allowed to lengthen the stages providing for fewer stops, less traffic interruption, and more timely completeness of the construction work.

RECOMMENDATIONS

Based on experience to date it appears the length of the stages can be significantly increased without adversely affecting traffic operation. More consideration should be given during project development to tailor the length of the stages to conditions associated with each individual project.

9. FINDINGS

Twenty six foot wide concrete ramps were constructed in four foot, 16 foot and six foot panels. The sixteen foot panel was then sawed at 12 feet, resulting in two four foot panels, a 12 foot panel, and a six foot panel.

RECOMMENDATIONS

Sawing the 16 foot panel into a 12 foot and a four foot panel is not necessary. Future plans should clearly provide for longitudinal joints only at the four and six foot shoulder lines. It is not necessary to provide a longitudinal joint within the 16 foot panel.

Many of the above findings and recommendations have already been discussed with members of your staff, and are in various stages of implementation. All of them are worthy of your consideration and implementation and should significantly benefit pavement performance.

Over the years Oregon has enjoyed outstanding PCC pavement performance results and is considered a national leader in this respect. This success in large part has been due to a strong program involving good design and construction practices. Measures should be taken to continue and reinforce these practices.

Your favorable consideration of our recommendations is requested. We would appreciate a response by April 4, 1986.

Sincerely yours,

Original Signed by
ROBERT E. [illegible]
Asst. Division Administrator

Dale E. Wilken
Division Administrator

cc:
OSHD (W. E. Schwartz, Engr)
OSHD (C. O. Fredrickson, Const)
OSHD (D. O. Christensen, Rd Des)
Region HEO-010

STATE COPY

9630

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	State Oregon
MONTHLY TRANSACTION NUMBER 1-105	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Lane
PROJECT REPORT NUMBER	1-27-86	Project Number IR-5-3(125)175
MODIFICATION NUMBER 2		

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 30, 19 83 is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 5,740,000	$ 5,839,124
Federal funds	$ 5,293,427	$ 5,384,839
Other revisions		

This modification is made for the following reasons: to include increase in construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 27TH day of JAN, 19 86

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XXX For: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen. Files

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON JANUARY 23, 1986

FEDERAL AID PROJECT NO. IR-5-3(125)175

GOSHEN-COTTAGE GROVE SECTION
PACIFIC HIGHWAY
LANE COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE K000
ROADWAY (STA. 25+50 TO STA. 155+40)(STA. 157+34 TO STA. 283+39)(STA. 283+90 TO STA. 305+08)(STA. 305+74 TO STA. 418+31)(STA. 418+84 TO STA. 442+24)(STA. 447+88 TO STA. 462+90)(STA. 464+08 TO STA. 527+43)(STA. 530+25 TO STA. 555+59)(STA. 556+40 TO STA. 663+41)(STA. 664+23 TO STA. 676+00)(STA. 678+00 TO STA. 685+74)(STA. 689+14 TO STA. 721+70)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT	
Moving Temp. Conc. Barriers	$ 3.50	41,420	144,970.00	57,087	199,804.50	
General Excavation	6.00	54,200	325,200.00	56,891	341,346.00	
Cold Plane Pavement Removal	2.25	11,550	25,987.50	13,118	29,515.50	
Cement in Treated Base Mixture	68.00	690	46,920.00	1,052	71,536.00	
			$543,077.50		$642,202.00	
					Increase	$ 99,124.50
			Subtotal from estimate of Oct. 9, 1984			5,028,815.41
					Subtotal	$5,127,939.91
					Engineering	628,772.09
					Total	$5,756,712.00

TYPE CODE Y003
LANDSCAPING

Total as on estimate of June 21, 1983 $ 6,581.00

TYPE CODE X021
STRUCTURES (BR. NOS. 7736C, 7738D, 7740A, 7743A, 7756, 7757B, 7793B, 7828B, 7745, 7829, & 7871B)

Total as on estimate of June 21, 1983 $ 75,831.00

Length of Roadway	12.801 mi.
Length of Structure	0.385 mi.
Cost of Roadway Per Mile	$ 449,707.99
	13.186 mi.

SUMMARY OF FUNDS (92.22%)

Description	Total Cost	Federal Funds	State Funds
Roasway	$5,756,712.00	$ 5,308,839.00	$ 447,873.00
Landscaping	6,581.00	6,069.00	512.00
Structures	75,831.00	69,931.00	5,900.00
Total	$5,839,124.00	$ 5,384.839.00	$ 454,285.00

Appn Code 044
Group 1: 100%
Contract No. 9638
Prefix: 620-1965
Prefix: C09638

RLC:bkb

9631

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 10 125	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	State OREGON
PROJECT REPORT NUMBER		County LANE
MODIFICATION NUMBER 1	[illegible]	Project Number IR-5-3(125)175

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 30, 19 83, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 5,652,630	$ 5,740,000
Federal funds	$ 5,212,855	$ 5,293,427
Other revisions		

This modification is made for the following reasons: To include increases in construction and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 12 th day of October, 19 84.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Gary A. Potter

Manager, Program Section
(Title)

~~By~~ FOR: H. S. Coulter, P.E.

State Highway Engineer
(Title)

By ____________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ____________________
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON OCTOBER 9, 1984

FEDERAL AID PROJECT NO. IR-5-3(125)175

GOSHEN-COTTAGE GROVE SECTION
PACIFIC HIGHWAY
LANE COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE K000
ROADWAY (Sta. 25+50 to Sta. 155+40)(Sta. 157+34 to Sta. 283+39)(Sta. 283+90 to Sta. 305+08)(Sta. 305+74 to Sta. 418+31)(Sta. 418+84 to Sta. 442+24)(Sta. 447+88 to Sta. 462+90)(Sta. 464+08 to Sta. 527+43)(Sta. 530+25 to Sta. 555+59)(Sta. 556+40 to Sta. 663+41)(Sta. 664+23 to Sta. 676+00)(Sta. 678+00 to Sta. 685+74)(Sta. 689+14 to Sta. 721+70)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Treated Base Mixture	$ 9.75	12,500	$121,875.00	20,449.77	$199,385.26
SUBTOTALS			$121,875.00		$199,385.26

Increase	$ 77,510.26
SUBTOTAL from Estimate of June 21, 1983	4,951,305.15
SUBTOTAL	$5,028,815.41
Engineering	628,772.59
TOTAL	$5,657,588.00

TYPE CODE Y003
LANDSCAPING

TOTAL as on Estimate of June 21, 1983	$ 6,581.00

TYPE CODE X021
STRUCTURES (Br. No's. 7736C, 7738D, 7740A, 7743A, 7756, 7757B, 7793B, 7828B, 7745, 7829, & 7871B)

TOTAL as on Estimate of June 21, 1983	$ 75,831.00

Length of Roadway	12.801 mi.
Length of Structure	0.385 mi.
TOTAL	13.186 mi.

Cost of Roadway Per Mile	$ 441,964.53

SUMMARY OF FUNDS (92.22%)

DESCRIPTION	TOTAL COST	FEDERAL FUNDS	STATE FUNDS
Roadway	$5,657,588	$5,217,427	$440,161
Landscaping	6,581	6,069	512
Structures	75,831	69,931	5,900
TOTAL	$5,740,000	$5,293,427	$446,573

Group 1: 100%
Contract No. 9638
Prefix: 620-1965
Prefix: 620-1074

WH:pf

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NO.

U. S. DEPARTMENT OF TRANSPORTATIO
FEDERAL HIGHWAY ADMINISTRATION

FEDERAL-AID PROJECT AGREEMENT

State: Oregon

County: Lane

Project No.: IR-5-3(125)175

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Goshen-Cottage Grove Section

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	4-20-83	13.186
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT: $ 5,652,630.00

FEDERAL FUNDS: PRO RATA 92.22% $ 5,212,855.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XXX By For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator: JUN 3 [illegible] 1983

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Divisi
Salem, Oregon June 21, 1983

Federal-Aid Project No. IR-5-3(125)175

Goshen-Cottage Grove Section
Pacific Highway
Lane County

PROJECT AGREEMENT ESTIMATE

Type Code K000
Roadway (Sta. 25+50 to Sta. 155+40)(Sta. 157+34 to Sta. 283+39)(Sta. 283+90 to Sta. 305+08)(Sta. 305_74 to Sta. 418+31)(Sta. 418+84 to Sta. 442+24)(Sta. 447+88 to Sta. 462+90)(Sta. 464+08 to Sta. 527+43)(Sta. 530+25 to Sta. 555+59)(Sta. 556+40 to Sta. 663+41)(Sta. 664+23 to Sta. 676+00)(Sta. 678+00 to Sta. 685+74)(Sta. 689+14 to Sta. 721+70)

Furnishing Field Laboratory	1	Each	2,000.00	$ 2,000.00
Mobilization		All Required		480,000.00
Temporary Protection and Direction of Traffic		All Required		40,000.00
				150,000.00
Temporary Signs	764	Sq. Ft.	10.00	7,640.00
Temporary Barricades	24	Each	40.00	960.00
Temporary Continuous Rail Traffic Barriers, Reflectorized	3,600	Lin. Ft.	3.50	12,600.00
Temporary Concrete Barriers, Reflectorized	31,600	Lin. Ft.	.10	3,160.00
Moving Temporary Concrete Barriers	41,420	Lin. Ft.	3.50	144,970.00
Temporary Plastic Safety Markers	62	Each	40.00	2,480.00
Flagmen	3,000	Hour	1.00	3,000.00
Sequential Arrow Signs	4	Each	2,500.00	10,000.00
Temporary Illumination		All Required		60,000.00
Over Size Advance Construction Signs	2	Each	3,000.00	6,000.00
Clearing and Grubbing		All Required		5,000.00
Removal of Structures and Obstructions		All Required		5,000.00
General Excavation	54,200	Cu. Yd.	6.00	325,200.00
Cold Plane Pavement Removal	4,420	Sq. Yd.	2.25	9,945.00
Trench Excavation	330	Cu. Yd.	5.00	1,650.00
Finishing Roadbed and Slopes		All Required		45,000.00

Furnishing and Placing Topsoil	25	Cu. Yd.	50.00	1,250.00
Watering	300	M-Gal.	15.00	4,500.00
Aggregate Base	18,000	Ton	5.75	103,500.00
Treated Base Mixture	12,500	Ton	9.75	121,875.00
Cement in Treated Base Mixture	690	Ton	68.00	46,920.00
Class "B" or Class "C" Asphalt Concrete Mixture	41,534	Ton	12.10	502,561.40
Asphalt Cement in Mixture	2,284	Ton	165.00	376,860.00
Asphalt in Tack Coat	98	Ton	175.00	17,150.00
Continuously Reinforced Concrete Pavement	95,000	Sq. Yd.	24.00	2,280,000.00
Reinforced Concrete Pavement	2,000	Sq. Yd.	30.00	60,000.00
Pavement Terminal Anchors	600	Lin. Ft.	60.00	36,000.00
Terminal Expansion Joints	300	Lin. Ft.	170.00	51,000.00
4-inch Drain Pipe	4,450	Lin. Ft.	3.00	13,350.00
Extra for Pipe Under Pavement	150	Lin. Ft.	15.00	2,250.00
Filter Fabric	3,460	Sq. Yd.	.75	2,595.00
Gravel in Drains	315	Cu. Yd.	14.00	4,410.00
Extra for Asphalt Approaches	32	Each	130.00	4,160.00
Concrete Barrier	825	Lin. Ft.	18.75	15,468.75
Delineators, Type 2	225	Each	20.00	4,500.00
Delineators, Type 3	40	Each	25.00	1,000.00
Delineators, Type 4	30	Each	15.00	450.00
Adjusting Manholes	2	Each	300.00	600.00
				$ 4,925,005.15

Anticipated Items

Permanent Pavement Striping		All Required		$ 17,700.00
Temporary Pavement Striping		All Required		4,700.00
Remove Pavement Striping (Exist. & Temp.)		All Required		2,300.00
On-the-job Trainees	2,000	Hours	0.80	1,600.00
				$ 26,300.00
			Subtotal	$ 4,951,305.15
			Engineering	618,912.85
			Total	$ 5,570,218.00

Type Code Y003
Landscaping

Roadside Seeding and Mulching	4 Acre	450.00	$ 1,800.00
Furnishing and Planting Shrubs	650 Each	6.00	3,900.00
Bark Mulch	1 Unit	150.00	150.00
		Subtotal	$ 5,850.00
		Engineering	731.00
		Total	$ 6,581.00

Type Code X021
Structures (Br. No's 7736C, 7738D, 7740A, 7743A, 7756, 7757B, 7793B & 7828B)

Cold Plane Pavement Removal	3,455 Sq. Yd.	2.25	$ 7,773.75
Class "B" or Class "C" Asphalt Concrete Mixture	236 Ton	12.10	2,855.60
Asphalt Cement in Mixture	13 Ton	165.00	2,145.00
Membrane Waterproofing	3,455 Sq. Yd.	4.50	15,547.50
Asphalt in Tack Coat	1 Ton	175.00	175.00
			$ 28,496.85

Type Code X021
Structures (Br. No's 7745, 7829 & 7871B)

Cold Plane Pavement Removal	3,675 Sq. Yd.	2.25	$ 8,268.75
Class "B" or Class "C" Asphalt Concrete Mixture	230 Ton	12.10	2,783.00
Asphalt Cement in Mixture	13 Ton	165.00	2,145.00
Membrane Waterproofing	3,675 Sq. Yd.	4.50	16,537.50
Asphalt in Tack Coat	1 Ton	175.00	175.00
Concrete Dams	150 Lin. Ft.	60.00	9,000.00
			$ 38,909.25
		Subtotal	$ 67,406.10
		Engineering	8,424.90
		Total	$ 75,831.00

Length of Roadway	12.801 mi.
Length of Structure	0.385 mi.
Total	13.186 mi.

Cost of Roadway Per Mile	$459,591.59

Retained in Program

Temp. Illum. Power Costs	All Required	$ 3,000.00
Power Service Installation Costs	All Required	8,000.00
		$ 11,000.00

SUMMARY OF FUNDS (92.22%)

Description	Total Cost	Federal Funds	State Funds
Roadway	$ 5,570,218.00	$ 5,136,855.00	$ 433,363.00
Landscaping	6,581.00	6,069.00	512.00
Structures	75,831.00	69,931.00	5,900.00
Total	$ 5,652,630.00	$ 5,212,855.00	$ 439,775.00

Group 1 100%
Contract No. 9638
Prefix: 620-1965
Prefix: 620-1074

Report # 119

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION Goshen - Cottage Grove		WEEK ENDING September 28, 1985
		SECTION PREFIX EA# C09638
	HIGHWAY Pacific	COUNTY Lane
NAME OF JOB Goshen - Cottage Grove	KIND OF WORK Grading and Paving	
CONTRACTOR Wildish Corvallis Construction	CONTRACT NUMBER 9638	FEDERAL AID PROJECT NUMBER IR-5-3(125)175
DATE OF CONTRACT May 25, 1983	DATE WORK STARTED June 20, 1983	ESTIMATED COMPLETION DATE Complete
AVERAGE FORCE ON PROJECT FOR THE WEEK: 0	SPECIFIED WORK DAYS	WORK DAYS USED
MEN: SUPERVISION:	SPECIFIED CALENDAR DAYS * 487	CALENDAR DAYS USED 487
PROJECT AUTHORIZATION: $ 5,665,006.41	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 100
EXCLUSIVE OF ENGINEERING: $ 5,262,161.51	ENGINEERING AUTHORIZATION $ 402,844.90	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 5,203,600.00	ENGINEERING COST TO DATE $ 485,000.00 This Office 404,000.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100
ESTIMATED PERCENT: OVERRUN 4 %	PERCENT OF AUTHORIZATION 120 %	DATE PROJECT WAS COMPLETED: October 26, 1984

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	R.C.P.	
	100	100	100	100		100	

	GRADING	SURFACING	MAINTENANCE MATERIALS	XXXXXXXXXXXX XXXXXXX	PAVING
MILES IN PROJECT	13.2	13.2		13.2	13.2
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	54,200 CY	30,500 TN		97,000 SY	42,000TN
TOTAL QUANTITIES CORRECTED TO DATE	54,000	38,490		97,000	39,025
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	54,000	38,490		97,000	39,025
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY		N/A		First Notification - 6/20/83
MONDAY				Second Notification - 10/26/84.
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

Report # 119

/ EA# C09638 **GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK** September 28, 1985

9/22/85 **SUNDAY**	No Activity This Week.
9/23/85 **MONDAY**	No Activity this week.
9/24/85 **TUESDAY**	
9/25/85 **WEDNESDAY**	
9/26/85 **THURSDAY**	
9/27/85 **FRIDAY**	
9/28/85 **SATURDAY**	

REMARKS

First Notification - 6/20/83.

Second Notification - 10/26/84.

* - 12 Day time Extension approved.

Third Notification pending completion of Section 682.42.
SemiFinal submitted to Region 9/27/85
This will be the last Report.

SIGNED Robert G. Paul LOCATION Eugene
D. W. Greene, Project Manager

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

U.S. Department of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Special Report
Oregon's CRCP Inlay

Date: June 19, 1985

From: Mr. Dale E. Wilken
Division Administrator

Reply to Attn. of: HFO-OR/520.3

To: Mr. M. Eldon Green
Regional Administrator

Attached are two copies of Area Engineer Bryant's special report covering the Continuously Reinforced Concrete Pavement Inlay project on Interstate Route 5 south of Eugene. This treatment was used in the southbound lanes for the 13 mile Goshen-Cottage Grove section.

This report is provided for your information and further distribution to interested parties.

Dale E. Wilken
Division Administrator

Attachment
CRCP Report

cc:
OSHD (H. S. Coulter, Engr) w/attach

RECEIVED
JUL 1 1985
ROAD DESIGN SECTION
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Federal Highway Administration

Oregon Division

SPECIAL REPORT
ON
OREGON'S CRPCC PAVEMENT INLAY
OREGON PROJECT IR-5-3(125)175
GOSHEN - COTTAGE GROVE

June 1985

W. N.Bryant, P.E. & P.L.S.
Area, Engineer, FHWA

INTRODUCTION

This report will discuss a rather unique and innovative design approach taken by the Oregon Highway Division to develop a roadway section which would most economically solve the many costly maintenance problems being encountered due to the increased heavy truck volumes and increases in wheel loadings. In an effort to put the money where it is most needed the Highway Division developed a design strategy for a recently constructed 4R rehabilitation project. This project consists of a continuously reinforced Portland cement concrete (CRPCC) pavement inlay in the right lane and a relatively thin asphaltic concrete overlay on the existing left lane and shoulders along a 13 mile section of Interstate 5.

The report will consist of a brief discussion of the Existing Pavement Conditions, Design Options, Construction Activities, Problems Encountered, Result Obtained and Possible Future Research.

EXISTING PAVEMENT CONDITIONS

The previously existing surface design on this 13 mile section of Interstate 5 consisted of an asphaltic concrete pavement ranging in depth from 7 to 8 inches with 2 to 4 inches of crushed aggregate base and approximately 30 inches of dirty pit run rock, ranging in size from 3 to 4 inches, with 6 percent to 10 percent passing the 200 sieve. The aggregate base and pit run material had an R value of approximately 70 while the subgrade soil which was predominately a silty clay had an R value of approximately 8. Based on test results it was determined that the pit run material had been further contaminated from below by the fine-grained silty clay subgrade soils.

Due to the contamination of the base aggregate with these fine-grained subgrade soils and the ever increasing truck wheel loadings, considerable fatigue type failures, including severe rutting in the wheel paths, were being experienced in the outside travel lane. (See photo No. 1). The inside travel lane exhibited little or no fatigue type failures except in several short isolated areas where obvious drainage problems existed.

DESIGN OPTIONS

The State initially studied three design options for upgrading this section of freeway. The following is a brief description of the alternatives along with the estimated cost of each.

> Alternate 1 consisted of a five inch asphaltic concrete overlay of the existing lanes and shoulders plus a future 2 inch overlay in 10 years. Estimated cost $8,430,000. This option would require raising five main line structures as well as several undercrossing structures.
>
> Alternate 2 provided for a 9 inch continuously reinforced concrete pavement inlay with a 5 inch thick PCC base course to be placed in one lift in the right traffic lane plus a 2 inch AC overlay of the left lane and both shoulders. The estimated cost of $7,417,000 included the cost of future longitudinal joint repair.
>
> Alternate 3 consisted of a 5 inch asphaltic concrete pavement with a 17 inch PMB base in the right lane and a 2 inch overlay of the left lane and both shoulders. The cost estimate of $9,163,000 included a future 2 inch overlay in 10 years.

Based on the excellent performance Oregon has experienced with CRPCC pavements on the Interstate System and because of the favorable cost estimate, the State requested approval of Alternate 2. After considerable review by FHWA and additional discussions with the State, the final design consisting of a 13 inch thick by 13 foot wide continuously reinforced PCC pavement inlay with a 2 inch thick overlay on the left travel lane and both shoulders, was approved on March 2, 1983. This design was chosen over Alternate 2 for several reasons. It would eliminate one construction operation, reduce the depth of excavation required, conserve materials and speed up the construction work thereby substantially reducing the time that traffic would have to be detoured. Another important reason was that there would be less potential for differential settlement to occur at the center line joint. The PS&E estimate for this design was $5,740,000.

CONSTRUCTION ACTIVITIES

A construction contract in the amount of $4,998,261.25 was awarded a local contractor, Wildish Corvallis Construction Company on May 25, 1983. All contract work was completed on October 26, 1984 at a final cost of $5,668,600 including approximately $466,000 for construction engineering and $105,000 for normal miscellaneous approved changes, extra work and State Force work. The 13 mile long project was constructed in 5 separate units of 15,000 feet or less in length. During construction of each unit the southbound traffic was detoured onto one of the northbound lanes via median crossings containing 4 degree reversing curves and was separated from the northbound traffic by temporary reflectorized concrete barriers. Signing and traffic control costs during construction including illumination of each median crossing and furnishing and moving the temporary barriers was about $405,000 or approximately 8 percent of the total bid amount. The contractor had the option of constructing 2 or more nonadjacent sections at one time but decided not to because of the cost of providing the additional temporary median barrier required to separate opposing traffic on the detour. Pictures of the detour in operation, the approaching end and trailing end of the detour are included at the end of this report. (See photos No.2, 3 and 4). It should be noted that no accidents or significant traffic problems occurred during construction despite the 11,000 plus ADT including 14.5 percent trucks using the facility.

After detouring the traffic the pavement in the right lane was saw cut as specified to the full depth of the existing AC along both edges of the to-be-constructed CRPCC inlay. In order to insure that the AC to be left in place had a vertical face which would be clean and smooth and to prevent any displacement of the adjacent AC pavement the contractor used a ditching machine to extend the width of the specified 2 inch wide saw cut to a width of 6 inches prior to excavation. Pictures of the pavement saw and ditching machine in operation are included at the end of this report. (See photos No. 5, 6 and 7).

After the ditch was dug along both sides of the inlay area the existing AC and portion of the base aggregate were removed to a depth of approximately 11 inches by a track mounted backhoe and hauled to either the stockpile area in the case of the AC, or a disposal area. In order to keep disturbance of the remaining base material and the vertical face of the remaining AC pavement to an absolute minimum the backhoe and haul equipment were operated from the top of the pavement left to be removed. A subgrade planer was then used for final trimming to specified line and grade and the area was compacted to a minimum of 95 percent of AASHTO T-180 to assure uniform slab support. The resulting surface was then tested for trueness to specified grade and transverse slope with a 10 foot straight edge. The material removed was paid for on a square yard basis as specified regardless of the actual depth involved.

The contract provided for the disposal of the removed bituminous surfacing material (approximately 21,00 cy) by one or another or a combination of the following methods:

a) Stockpiled in a state controlled disposal area where the material would become the property of the state.

b) The material be recycled as aggregate for the plant mix bituminous base and/or aggregate for the asphalt concrete pavement.

c) Become the property of the contractor provided he certify in writing that the material would be put to acceptable recycle use and not buried or wasted.

The contractor chose method (c) and stockpiled the material in the vicinity of his plant.

During the 1983 construction season a portable 10 cubic yard capacity Eisenhour batch plant located approximately 4 miles from the north end of the project was used to mix the concrete. The concrete mix was hauled from the plant to the job site by dump trucks in 8 cubic yard batches. A CMI Autograde placer-spreader-trimmer machine equipped with a retractable conveyor-hopper and belt for end dumping the material from the side and a series of flared tubes to properly position the reinforcing bars was used for initial placement, spreading and vibration of the concrete mixture. An electronically controlled GOMACO slipform paving machine was used for final placement and finishing of the concrete mix. This was followed by a CMI curing-finisher machine which provided the final specified surface texturing and curing compound. Pictures of this equipment are included at the end of this report. (See photos No. 10 through 15).

During the 1984 construction season the same general sequence of operations occurred. However, considerably smaller and lighter weight machines were used for the initial placement and final paving operations and the concrete mix was hauled and placed by ready mix trucks. As a result of this change in equipment the overall quality and rideability of the work performed during the 1984 construction season was somewhat less than the excellent results obtained during the 1983 construction season.

PROBLEMS ENCOUNTERED

While there were no major significant problems encountered during construction a few minor conditions surfaced which should be given consideration during the design of any future similar type project. The Highway Division uses 0.7 percent by volume longitudinal reinforcing steel in the design of CRPCC pavements. As a result the 13 inch thick by 13 foot wide section to be placed required a total of 34 Number 6 bars (30 interior bars spaced at 4 3/4 inches, 2 outside bars along both edges spaced at 3 3/4 inches and 3 inch clearance between the slab edge and the center of the outside bars). With the 1½ inch maximum size aggregate used in the mix some minor difficulty was experienced in placing the 1 inch slump concrete through the reinforcing steel. As a result it was necessary to increase the slump to 2 inches. This was not a serious problem on this project.

because only the top 2 inches of the slab was being slip formed. It is recommended that on any similar projects in the future the size of the reinforcing bars be increased to provide additional space between bars.

The State's standard design for CRPCC pavement requires the longitudinal steel be placed with the bottom surface of the bar at mid depth of the slab with a plus or minus ½ inch tolerance. Some problems were encountered in meeting this requirement. Since the primary function of the steel is to control crack spacing the need for such a restrictive tolerance especially for slab depths of 10 inches or more is questionable. A 1 inch tolerance should not only be adequate but actually obtainable. As mentioned earlier in the report the overall quality and rideability of the CRPCC pavement completed during 1984 was somewhat less than the excellent results obtained during the 1983 construction season. This reduction in quality resulted primarily from the currently nonpreventable use (specification wise) of ready mix trucks for mixing, hauling and initial placement of the concrete mixture.

Due to the noncontrollable difference in efficiency and mixing characteristics of the various drum mixes used as well as differences in the knowledge, experience, abilities and personal preference of the operators a much less consistent concrete mixture, especially in regard to slump, was produced during 1984 as compared to that produced during 1983. This variation in slump also resulted in a less uniform surface texture on the completed wearing surface. In addition, with the use of ready mix trucks one of the 2 grade and alignment control wires used during 1983 had to be eliminated because of conflicts during paving operations. Also, because of an overall reduction in the ability to provide a constant and sufficient volume of concrete mix to the grade a less continuous paving operation resulted. The combination of these 3 factors is considered to be the major reasons for the overall reduction in quality and especially rideability of the work completed during 1984.

RESULTS OBTAINED

The current specifications provide that the finished surface of the pavement shall have a profile index not exceeding a rate of 7 inches per mile when tested by the graphic profile method. The following table shows the results obtained, both before and after corrective grinding, on the project.

		Profile Index Before Grinding	After Grinding
Unit I	Sta 25-162	1.0	*0.97
Unit II	Sta 162-305	5.43	4.81
Unit III	Sta 305-432	1.0	*0.97
Unit IV	Sta 432-580	7.34	**7.22
Unit V	Sta 580-719	1.40	*1.22

*Minor grinding at joints only.
**Liquidated damages assessed for not meeting the required 7 inch per mile.

Stages I, III and V were completed during the 1983 construction season. Stages IV and II (in that order) were completed during 1984. Based on the above results it would appear advisable to prohibit the use of ready mix trucks on all future CRPCC paving projects.

During and subsequent to the development of the design strategy for this project some concern was expressed relative to possible problems that might result in the vicinity of the centerline joint between the two pavement types, the potential for faulting or separation of the joint and possible safety problems that could result because of the differential skid resistance of the two pavement surfaces. Three of the five units have now been under traffic through two winters and one summer season. To date there has been no indication that the above concerns are or will become a major or significant problem in the near future.

The approved design included the requirement that the joint along each side of the CRPCC pavement be sealed with a high type sealer to prevent moisture intrusion into the subbase. This requirement coupled with the fact that the major portion of the project is a crown section with the high point located at the centerline joint (only three relatively flat curves exist within the 13 mile length of the project) should significantly reduce the possibility of surface drainage reaching the subbase material. Subdrains were installed in the area of the horizontal curves in order to eliminate any potential water build-up under the joint.

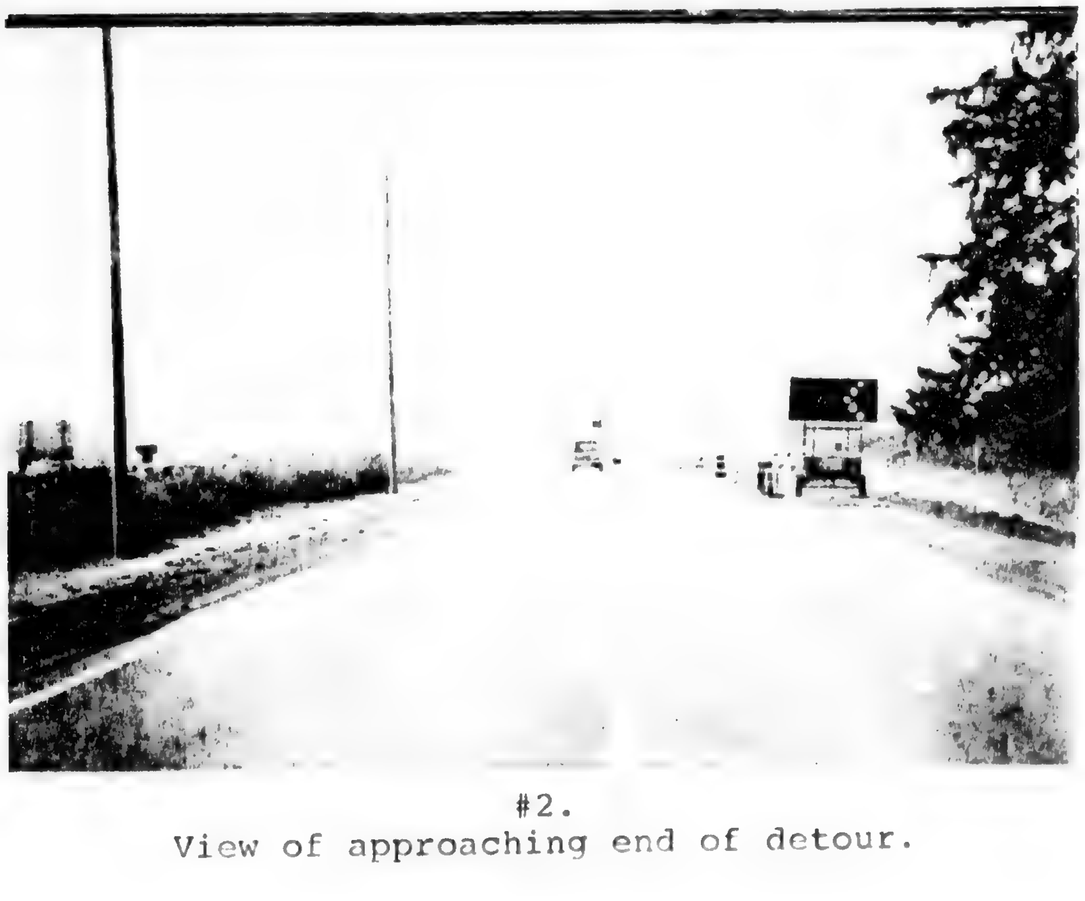
No visible detectable faulting or separation of the joint has occurred to date. This is undoubltedly due to the extra care taken during construction to eliminate any unnecessary disturbance of the existing pavement and base to remain inplace adjacent to the concrete slab. However, since the potential does exist, some corrective maintenance of the joint is anticipated to become necessary in the future. This potential was included as part of the design strategy.

POSSIBLE FUTURE RESEARCH

To date there has been no indication of a significant problem due to the difference in the skid resistance of the two pavement surface types. However, at the recommendation of FHWA the state has agreed to initiate a research effort to study driver reaction and operational problems that may exist because of the black-white pavement surface. Before initiating the research effort however,they plan to study the accident experience for a one-year period as well as perform skid testing of the two pavement surfaces.

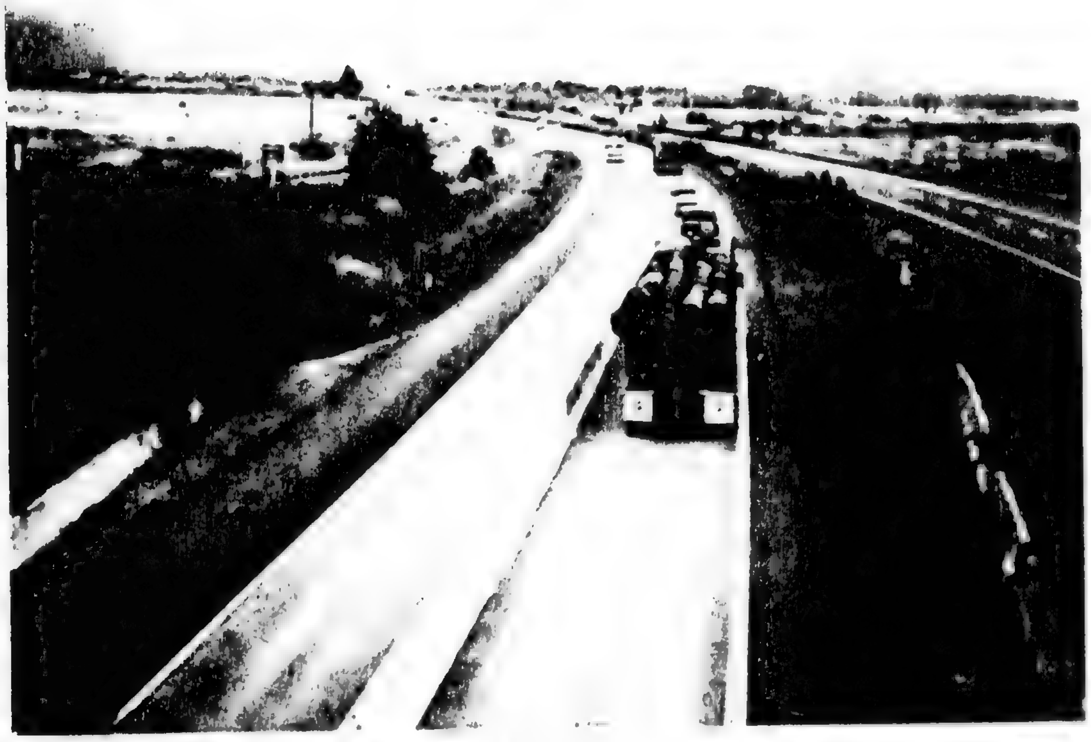
- WNB -

#1.
Condition of right lane prior to construction, looking south.



#2.
View of approaching end of detour.

#3.
View of trailing end of detour.

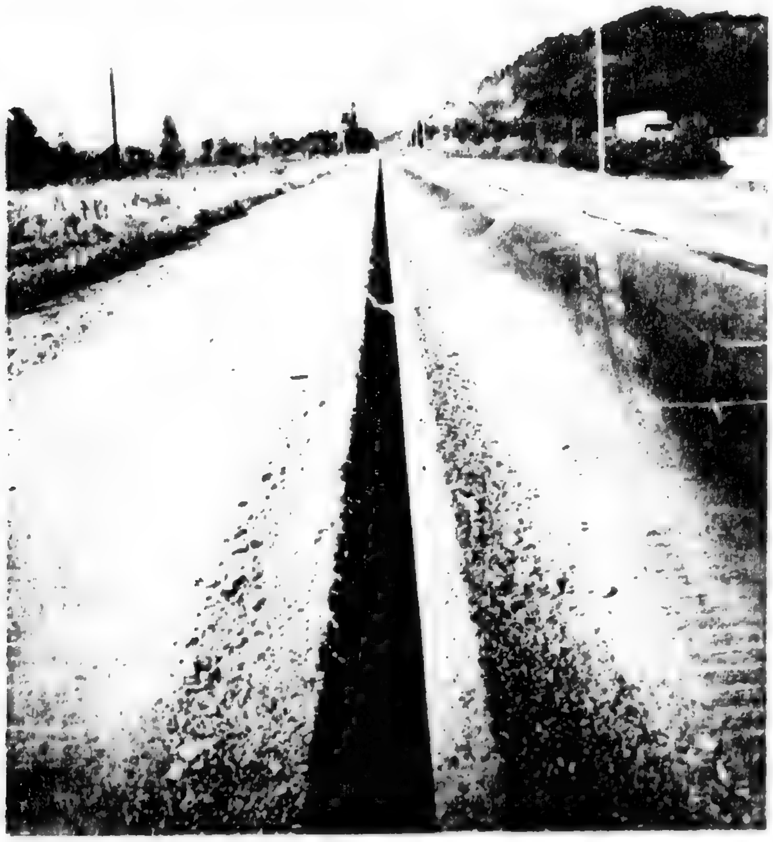


#4.
Detour in operation.

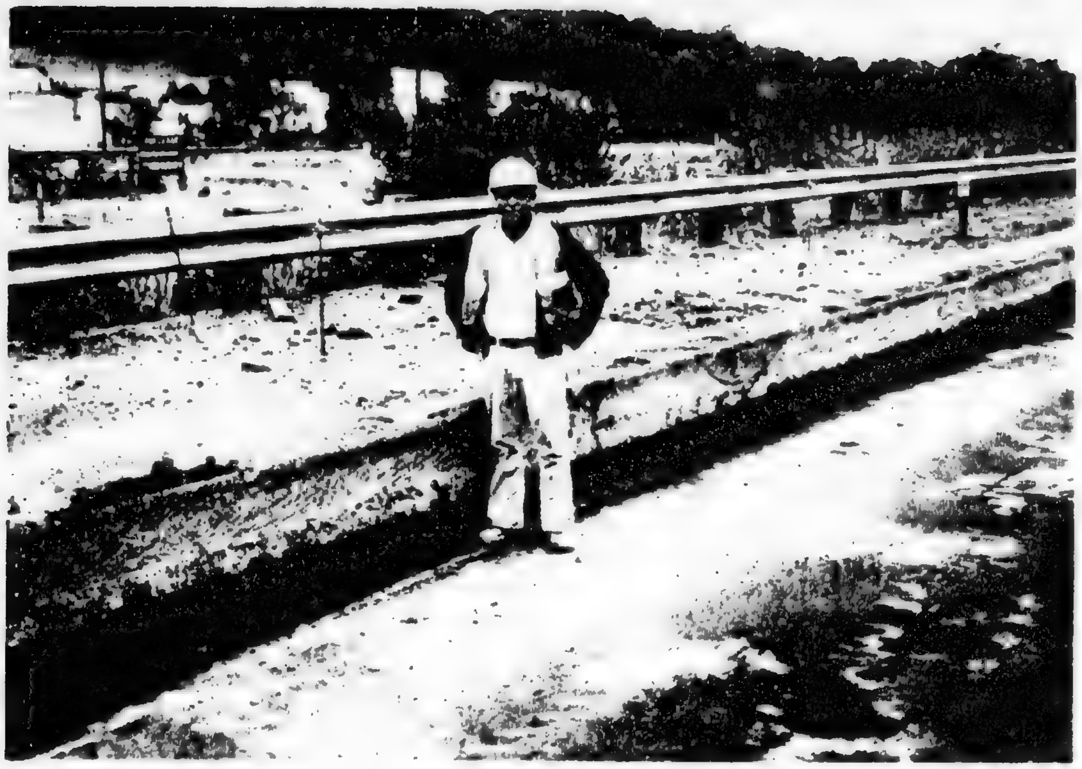
#5.
View of pavement saw in operation.

#6.
View of ditching machine.

#7.
Ditching machine in operation.

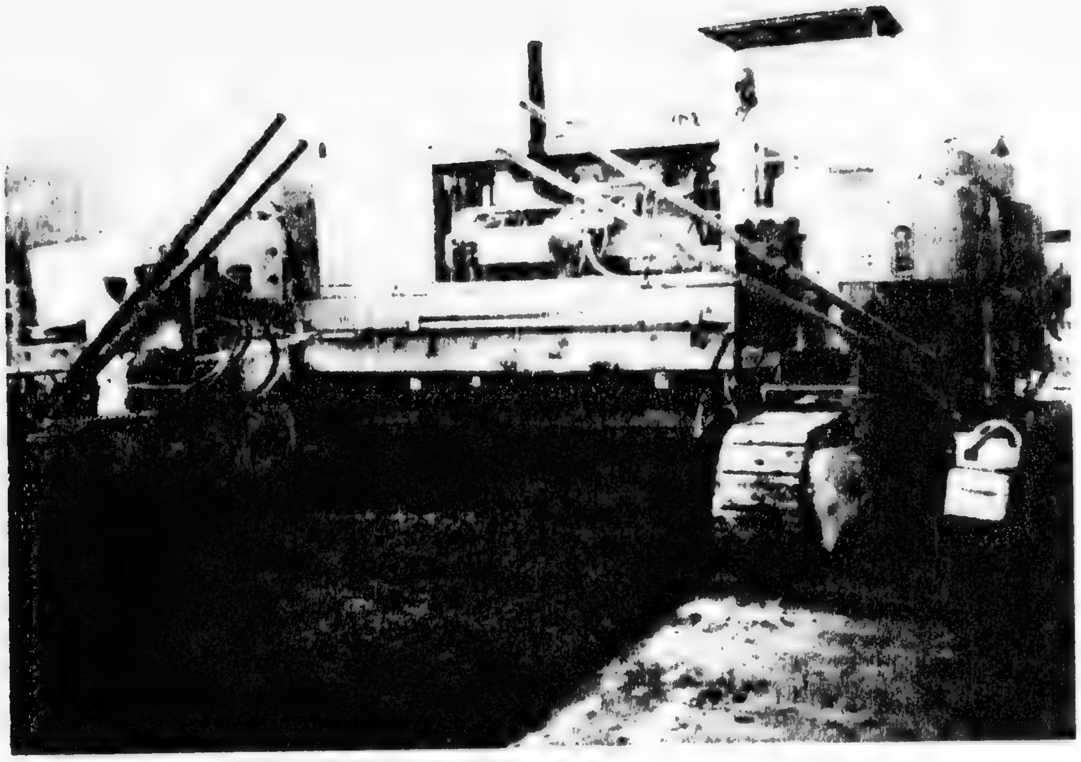


#8.
View of trench after ditching.



#9.
View of subgrade after excavation completed.

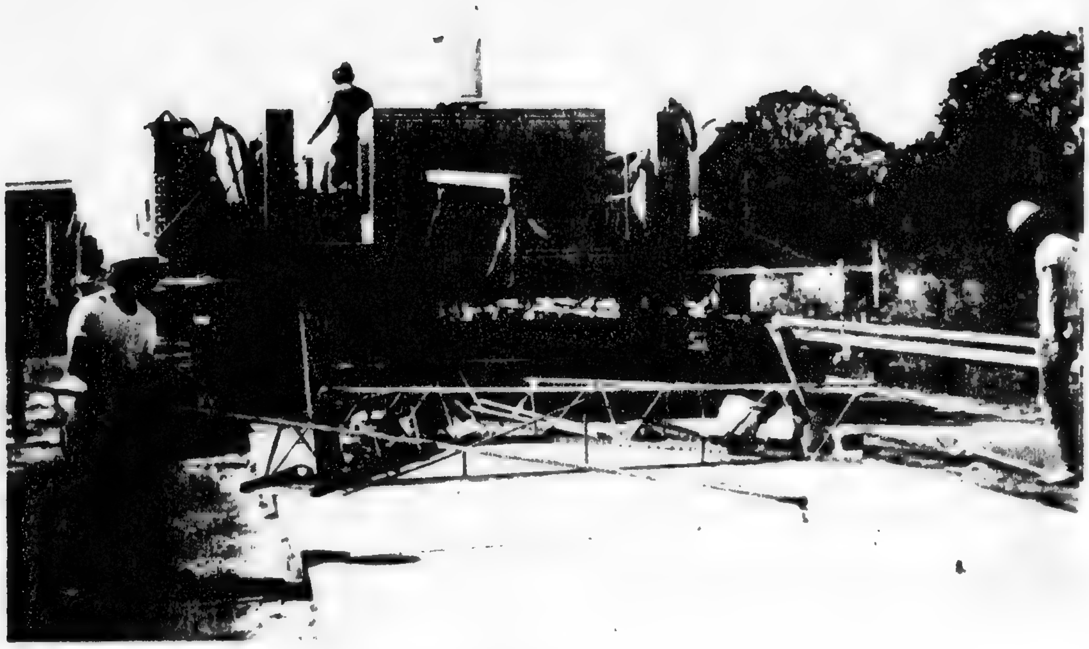
#10.
Front view of spreader in operation.



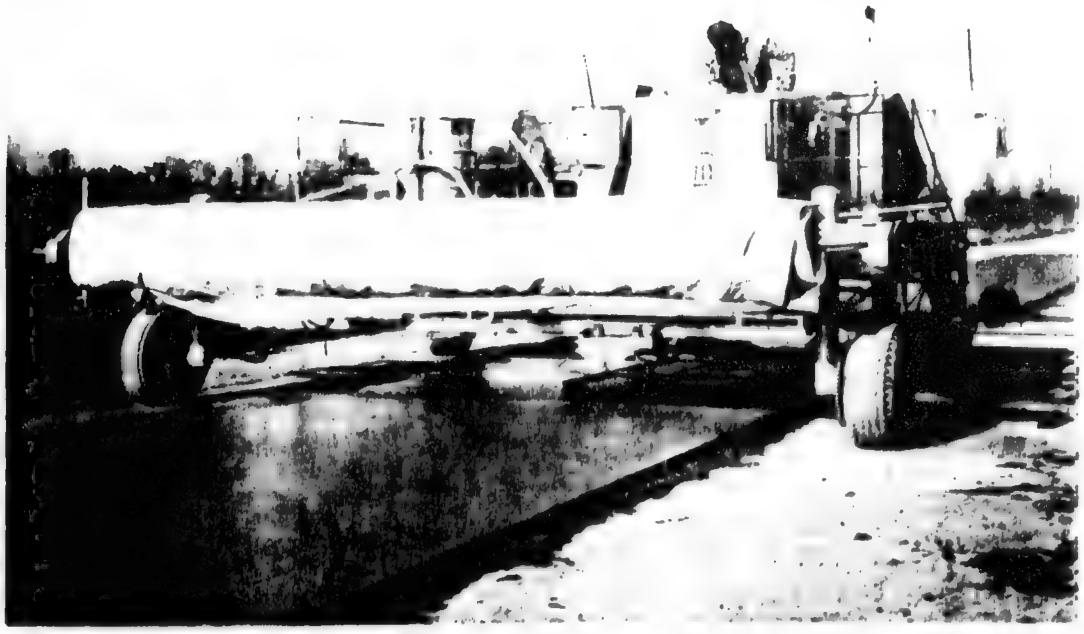
#11.
Rear view of spreader in operation.

STANDARD
PAVING

#12.
Front view of paver in operation.

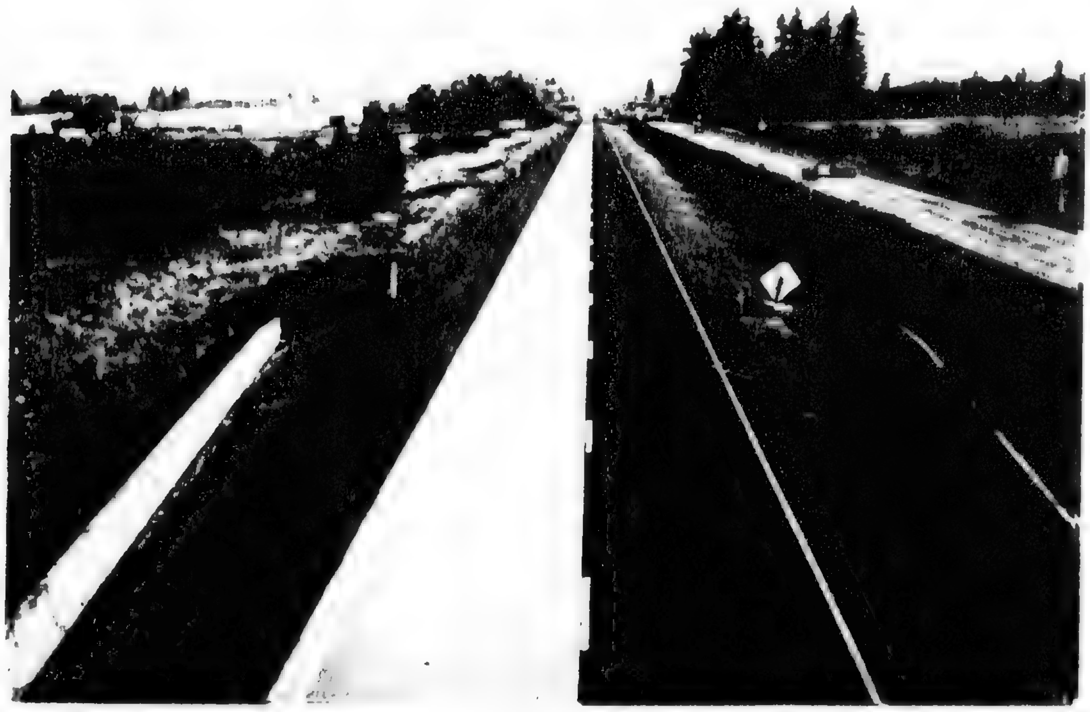


#13.
Rear view of paver in operation.



#14.
View of surface texturing machine.

#15.
View of curing compound spreader.



#16.
View of completed project.

Note: Shoulder strip located one foot inside of asphalt shoulders.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

February 1, 1985

In Reply Refer to
File No.:
CON 5

Wildish Corvallis Construction Co.
P.O. Box 7428
Eugene, OR 97401

Re: Time Extension Request
Goshen-Cottage Grove
Contract No. 9638
FAP No. IR-5-3(125)175

Your request for additional contract time in which to complete the above project has been carefully reviewed. A contract time adjustment of an additional 12 calendar days is granted due to the performance of extra work. The adjusted contract time of completion for this contract is 487 calendar days. This will eliminate all liquidated damages under this contract.

W. E. Schwartz, P.E.
Ass't. State Highway Engineer
for Operations

bc:	C. O. Fredrickson	
	Jim Gix	w/att.
	Doug Greene	w/att.
	FHWA	w/att.
	Bruce Walton	

STATE OF OREGON
Highway Division - Region 3

INTEROFFICE MEMO

440-3399

TO: C. O. Fredrickson
Construction Engineer

DATE: December 27, 1984

FROM: W. J. Quinn
W. J. Quinn
Region Construction Engineer

SUBJECT: Time Extension
Goshen-Cottage Grove (S.B.)
Contract No. 9638

I was assured by Doug Greene and R. G. Paul that the Extra Work Orders #5, #9, and #11 did in fact delay the contractor a total of 13 days. After reviewing the type of work that was required by the Extra Work Orders, it is reasonable to see the time extension is justified.

I, therefore, recommend a 13-day time extension be granted for this project.

wjq/cjb

cc: D. Greene

1-30-85

W. E. Schwartz —

I concur with Region and Project Manager and recommend a time extension of 12 C.D. due to performance of extra and additional work.

O. B. Jackson

CE.... CAE .... RECEIVED LS...... TC......
COE.... OM.... SA...... CC......
OE .... JAN 3 1985 FE ...... CP......
CA............ POC............
CAM .... CONSTRUCTION OCS............
EEO............ SECTION FILE............

3-1387

9

Report # 80

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION Goshen - Cottage Grove	WEEK ENDING December 29, 1984
		SECTION PREFIX 620-1074
	HIGHWAY Pacific	COUNTY Lane
NAME OF JOB Goshen - Cottage Grove	KIND OF WORK Grading and Paving	
CONTRACTOR Wildish Corvallis Construction	CONTRACT NUMBER 9638	FEDERAL AID PROJECT NUMBER IR-5-3(125)175
DATE OF CONTRACT May 25, 1983	DATE WORK STARTED June 20, 1983	ESTIMATED COMPLETION DATE Complete
AVERAGE FORCE ON PROJECT FOR THE WEEK: 0 MEN: SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 475	CALENDAR DAYS USED 487
PROJECT AUTHORIZATION: $ 5,665,006.41	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 103
EXCLUSIVE OF ENGINEERING: $ 5,262,161.51	ENGINEERING AUTHORIZATION $ 402,844.90	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 5,253,818.00	ENGINEERING COST TO DATE $ 466,000.00 This Week:	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 101
ESTIMATED PERCENT: OVERRUN 1 %	PERCENT OF AUTHORIZATION 116 %	DATE PROJECT WAS COMPLETED: October 26, 1984

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	R.C.P.	
	100	100	100	100		100	

	GRADING	SURFACING	MAINTENANCE MATERIALS	XXXXXXXXXX XXXXXXX	PAVING
MILES IN PROJECT	13.2	13.2		13.2	13.2
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	54,200 CY	30,500 TN		97,000 SY	42,000TN
TOTAL QUANTITIES CORRECTED TO DATE	54,000	38,490		97,000	39,025
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	54,000	38,490		97,000	39,025
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY		N/A		First Notification - 6/20/83
MONDAY				Second Notification - 10/26/84.
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

CE F CAE .... RECEIVED LS.....TC.....
COE.... OM.... SA.....CC.....
OE .... DEC 31 1984 FE.....GP.....
CA............ PQC..........
CAM .... CONSTRUCTION QCS ✓
EEO.......... SECTION FILE. ....

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

12/23/84 SUNDAY	
12/24/84 MONDAY	No Activity this week.
12/25/84 TUESDAY	
12/26/84 WEDNESDAY	
12/27/84 THURSDAY	
12/28/84 FRIDAY	
12/29/84 SATURDAY	

REMARKS

First Notification - 6/20/83.

Second Notification - 10/26/84.

SIGNED ______ LOCATION Eugene
D. W. Greene, Project Manager

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

963

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street NE.
Salem, Oregon 97301

December 11, 1984

IN REPLY REFER TO
HAM.1-OR/420.25

Mr. H. S. Coulter
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Coulter:

Oregon Project IR-5-3(125)175, Goshen - Cottage Grove
Request for Waiver - Wildish Corvallis Overtime Violations
(Mr. Widmer's Letter, November 29, CON 5)

We have received approval of the Regional Administrator to waive $120.00 in liquidated damages against the Wildish Corvallis Construction Co. for violation of overtime requirements on one payroll during the month of September 1983.

This approval is given based on your determination that back payments have been made, that the violation was a nonwillful act, and that the contractor has taken corrective action to prevent a recurrence.

Sincerely yours,

Dale E. Wilken
Division Administrator

RECEIVED
STATE HWY ENGR
DEC 13 '84
REFER TO K. Turner
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					X	

WES
TMA
Orig to
12/17

rll

U. S. DEPARTMENT OF TRANSPORT ON
FEDERAL HIGHWAY ADMINISTR ION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IR-5-3(125)175

2. STATE PROJECT NO. See below

2A. COUNTY NAME Lane

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 20052

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
NOV 18 '83
REFER TO Potter
FOR
Info | [illegible] | R/D | D/R | Sign | Act | File

7. DATE AUTHORIZATION EFFECTIVE 9/27/83

8. FEDERAL ROUTE NUMBER Interstate 5

9. STATE ROUTE NUMBER Primary 1

10. GENERAL LOCATION:
Goshen - Cottage Grove

11. GENERAL DESCRIPTION OF WORK
Furnish and install speed monitoring equipment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON ~~AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 9/27/83 as requested in Mr. Keasey's letter of 11/9/83 as being cost effective for the use of State forces to proceed with the above work. State Force Order No. 5 is approved for a TEC of $550 Federal Fukdns $507.

14. DATE 11/15/83

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IR-5-3(125)175

2. STATE PROJECT NO. See below

2A. COUNTY NAME Lane

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 20052

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
NOV 18 '83
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig 11/21

7. DATE AUTHORIZATION EFFECTIVE 11/2/83

8. FEDERAL ROUTE NUMBER Interstate 5

9. STATE ROUTE NUMBER Primary 1

10. GENERAL LOCATION:

Goshen - Cottage Grove Section

11. GENERAL DESCRIPTION OF WORK

Temporary power service installation and furnish power

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ XX CONSTRUCTION PROCEED ON [illegible] FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 11/2/83 as requested in Mr. Keasey's letter of 11/9/83 as being cost effective for the use of Lane Co-op Electric Board forces to proceed with the above work. State Force Order No. 6 & 7 representing work to be performed by Lane Co-op Electric Board is approved for a TEC of $1,800 Federal Funds $1,660.

(SFO #6 TEC $1,000 and SFO #7 TEC $800)

14. DATE 11/15/83

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hassner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

5

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Eugene, Oregon

November 3, 1983

FILE:

D W Greene

FROM: D.W. Greene
Project Manager

TO: J. X. Wilson
Region Construction Engineer

SUBJECT: Reply to editorial in
Cottage Grove Sentinel
of October 28, 1983
Goshen - Cottage Grove
Pacific Highway
Lane County
Contract No. 9638

This will respond to the editorial comments published in the Cottage Grove Sentinel on October 28, 1983 concerning the inadequate lighting in work zones, the absence or inefficiency of flagman during the construction hours, and hard-to-read temporary exit signs.

We will correct the inadequate lighting at the Cottage Grove interchange by adding another temporary illumination pole and 400 watt luminaire. This pole will be installed at the location where it will best illuminate the problem area.

Each of the contractor's flaggers have been instructed not to stop freeway or ramp traffic to allow construction equipment to proceed. They are to stop the construction equipment and allow them to enter the roadway only after the traffic clears the work area.

As you have probably noticed by now, we have installed signs to identify both the Cottage Grove and Saginaw interchange ramps. These signs were placed on November 1, 1983 and will, no doubt, help the situation.

Furthermore, we would like to point out that safety to the traveling public has always been and will continue to be our number one concern during a construction project. In return we do appreciate it when the traveling public does realize that they are traveling through a construction area and are subjected to conditions not the same as if no construction activity was taking place.

LDL/cdh

cc: File

11-8-83
CC: W.E. Schwartz - Info.
C.T. Keasey
J.K.W.

ROSEBURG REGION
RECEIVED
NOV -8 1983

RECEIVED
STATE HWY ENGR
NOV 9 '83
REFER TO
FOR
Info Inves R/D D R Sign Act File

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IR-5-3(125)175

2. STATE PROJECT NO. See below

2A. COUNTY NAME Lane

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 20052

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 7/22/83

8. FEDERAL ROUTE NUMBER Interstate 5

9. STATE ROUTE NUMBER Primary 1

10. GENERAL LOCATION:
Goshen - Cottage Grove Section

11. GENERAL DESCRIPTION OF WORK
Furnish and install temporary illumination and provide power for duration of project

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON ~~AN AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required , I approve the advance authorization date of 7/22/83 as requested in Mr. Keasey's letter of 8/4/83 as being costs effective for the use of PGE Forces to proceed with the above work. State Force Order Nos. 3 and 4 representing work to be performed by PGE Forces are approved for a TEC of $11,000 Federal Funds $10,144.

RECEIVED
STATE HWY ENGR
AUG 12 '83
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

14. DATE 8/9/83

15. SIGNATURE OF APPROVING OFFICIAL G K Hassner

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

June 30, 1983

Wildish Corvallis Construction Co.
P. O. Box 7428
Eugene, OR 97401

CON 5
#9638

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 9638 for work on the Goshen-Cottage Grove Section of the Pacific Highway in Lane County.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dc
Encl.

cc: Industrial Indemnity Company
Attn: Bond Department
421 S.W. 6th Avenue
Portland, OR 97204

bc: C. T. Keasey
Walt Hart
Robert Church
Jan Peterson
James Gix
Doug Greene

WILDISH CORVALLIS CONSTRUCTION CO.

P. O. BOX 987
CORVALLIS, OREGON 97339
(503) 754-7700

REPLY TO:
Box 7428
Eugene, OR 97401

May 24, 1983

Mr. Robert Gormsen
Office of Commission Services
State Transportation Building, Room 121
Salem, OR 97310

Subject: MBE/WBE Goals for Goshen - Cottage Grove, #9638.
Pacific Highway, Lane County

Dear Mr. Gormsen:

The MBE/WBE goals for the subject project are 5% MBE, 1% WBE. Wildish proposes to meet these goals by issuing subcontracts and/or purchase orders as follows:

WBE

Hertz Electric, Inc.
1721 Fescue Street S.E.
Albany, OR 97321
Agnes Speer 926-1514

Item #	Description	Quantity	Unit Price	Total
2	Mobilization	Lump Sum	3,000.00	
12	Temp. Illumination	Lump Sum	51,724.00	
	EXTENDED TOTAL			$54,724.00

WBE

A&G Landscaping, Inc.
35886 Willama Lane
Pleasant Hill, OR 97401
Arloa Washburn 747-9371

Item #	Description	Quantity	Unit Price	Total
44	Seed & Mulch	4 acres	450.00	
45	Shrubs	650 each	5.85	
46	Bark Mulch	1 unit	150.00	
	EXTENDED TOTAL			$ 5,752.50

MBE

Yurok Contractors, Inc.
90629 Georgetown Road
Junction City, OR 97448
Ben Campbell 935-7342

Item #	Description	Quantity	Unit Price	Total
7	Temp. Conc. Barrier Reflectorized	31600 LF	8.00	
	EXTENDED TOTAL			$252,800.00

These subcontractors bring the anticipated WBE utilization on this project to $60,472 (or 1.21%) and the MBE utilization to $252,800 (or 5.06%). Please approve this plan and award the contracts.

Very truly yours,

WILDISH CORVALLIS CONSTRUCTION CO.

Timothy D. Hendrix

Timothy D. Hendrix
Chief Extimator

TDH:cao

RECEIVED
MAY 24 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc Kay Turner

9639 r11

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

4-21-83

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IR-5-3(125)175

2. STATE PROJECT NO. See below

2A. COUNTY NAME Lane

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 20052

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 4/20/83

8. FEDERAL ROUTE NUMBER Interstate 5

9. STATE ROUTE NUMBER Primary 1

10. GENERAL LOCATION:
Goshen - Cottage Grove Section

11. GENERAL DESCRIPTION OF WORK
Pavement Restoration - South Bound Lane (Grade & Pave)

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)*

Permanent Pavement Striping S.F.	$17,700
Temporary Pavement Striping S.F.	$ 4,700
Remove Striping S.F.	$ 2,300
on the job Trainees	$ 1,600

13. REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's 4/18/83 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $5,977,496 Federal Funds $5,512,446.

A signed copy of the Title Sheet is returned herewith.

RECEIVED
STATE HWY ENGR
APR 25 '83
REFER TO Potter
FOR
Info Sign

Origin all to 4/25

14. DATE 4/20/83

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hassner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-73) PREVIOUS EDITIONS MAY BE USED

N

LOC 17

STATE OF OREGON **INTEROFFICE MEMO**

Highway Division - Region 3 440-3399

TO: J.H. Versteeg
Road Design Engineer ATTN: D. Stoudenmeyer

DATE: March 31, 1983

FROM: James J. Gix, P.E.
Region Engineer

SUBJECT: Stockpile Site
Goshen - Cottage Grove Section
Pacific Highway
Lane County

few { Copy
Copy

1 Versteeg ✓
Anderson
Adams
Macnab
Stoudenmeyer
Terpin
✓ Trout
Wakerlig

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APR 4 1983
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

We have been asked to locate a mandatory waste site for the R.A.P. and other excess excavation for this project. All state-controlled stockpile and quarry sites adjacent to this project were studied. All sites from Goshen south are zoned agriculture or F.F. (farm-forest) and require a conditional use permit to stockpile non-nature materials. We were told that June 15 would be the earliest we could expect approval.

We located a private site zoned industrial near the Saginaw interchange. This site would be available to lease for three years at $5,000 per year.

We are proposing that we offer our Glass Bar site near 30th Ave. (zoned sand & gravel) as a prospective waste site with an alternate for the contractor to credit the state for the R.A.P. be salvages. We have three local commercial plants who could easily store and use this material and return a lower bid in return. If you agree we will forward a site development plan for this prospective waste site.

jjg/cp

cc: D.W. Greene

9438

8

U.S. Department of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project IR-5-3(123)175
Goshen-Cottage Grove Section
Pacific Highway

Date: March 25, 1983

From: Division Administrator

Reply to Attn. of: HFO.3-OR

To: Mr. H. S. Coulter
State Highway Engineer
Salem, Oregon

Mr. Adam's March 17, 1983 letter requested concurrence in requiring the contractor on the subject project to stockpile approximately 21,000 cubic yards of salvaged asphaltic concrete in a mandatory site on State property adjacent to the project. The stockpiling of this material for future use is considered to be in the public interest provided the unidentified mandatory disposal site is not environmentally objectionable.

G. K. Hossner
for Dale E. Wilken

cc: OSHD (D R Adams)

NOTED
H.S.COULTER

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STATE HWY ENGR
MAR 30 '83
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

I-5

March 17, 1983

DES 16

Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center NE
Salem OR 97301

Goshen-Cottage Grove Section
Pacific Highway
Lane County

1 Versteeg ✓
Anderson
2 Adams
3 Macnab
Stoudenmeyer
Terpin
Trout
Wakerlig

will copy

RECEIVED
MAR 17 1983
ROAD DESIGN SECTION

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Bring Up / /
Action

On the subject project, the contractor will be removing about 21,000 cubic yards of asphaltic concrete. It is our intention to have the contractor stockpile this material on State property in the immediate area for future recycling. This will be mandatory.

Your concurrence on this action is requested.

J.H. Versteeg
Road Design Engineer

By

Donald R. Adams
Final Design Engineer

DRA:kg

cc: Dick Fleming

I-5 N

STATE OF OREGON
Highway Division

INTEROFFICE MEMO

TO: Memo To The Files

DATE: March 14, 1983

John T. Scofield

FROM: John T. Scofield
Surfacing Design Engineer

SUBJECT: Goshen - Cottage Grove - Design Details

The letter of approval from FHWA, requires a "High Type" seal on the joints on each side of the C.R.P.C.C. pavement. This High Type seal can be a hot rubber asphalt sprayed on the edge (2" high) of the P.C.C. and about 6" out from the edge of the P.C.C. The rubber asphalt should be 1/8" to 1/4" thick. This would be sprayed on prior to placing the 2" A.C. overlay on the shoulder and inside lane.

A second item in the FHWA approval concerns proper preparation of the exisitng pit-run gravel subbase. Removal of the existing A.C. and subbase and preparation of the subbase should be handled as follows.

1) The existing A.C. can be removed by cold planing or by cutting the edges and removing the material in pieces. Cold planing would result in an even straight edge. If the edges are cut for removal in pieces, a wheel saw (Vermeer) should be used, which results in a minimum cut width of 2". To prevent contamination and pumping in the subbase, removal and hauling equipment should work from the A.C. surface.

2) If the contractor chooses to stockpile the material on our site, he must keep the A.C. separate from the base material.

3) The subbase should be graded and compacted to our subbase requirements (304.35) compaction will have to be in accordance with Section 203.41 (c) of our Standard Specifications. The material in the subbase is a four inch minus pit-run gravel.

JTS:tab

cc: ✓J. H. Versteeg
Frank Terpin
Don Adams
Specifications
Materials
Region Engineer
Project Manager
Designer

RECEIVED
MAR 15 1983
ROAD DESIGN SECTION

✓ Versteeg ✓
Anderson
Adams
Macnab
Stoudenmeyer
Terpin
Trout
Wakerlig

Do not file
Return to
Bring up
Action

9638 8

U.S. Department of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project IR-5-3(123)175
Goshen - Cottage Grove Section
Pacific Highway (I-5)

Date: March 2, 1983

Reply to Attn. of: HFO.3-OR/

From: Division Administrator

To: Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division

RECEIVED
STATE HWY ENGR
MAR 3 '83
REFER TO Hunter
FOR
Info Inves R/D D/R Sign Act ☒ File

The information submitted with Mr. Versteeg's February 15 letter and Mr. Terpin's February 23 letter relative to the surfacing design alternatives for the subject section of freeway has been carefully reviewed.

The revised design, as outlined in Mr. Terpin's letter, calls for a 13-inch plus 1-inch for leveling (full depth) continuously reinforced Portland Cement Concrete Pavement inlay with 0.6% steel placed at mid-depth in the outside lane and a 2-inch asphalt concrete overlay of the inside lane and shoulders. As indicated in Mr. Terpin's letter this design eliminates at least one construction operation which reduces the cost of the initial phase of work. Also this design would result in less potential for differential settlement at the center line joint and would eliminate the potential construction problems. In addition, the reduced depth of excavation and elimination of the treated base will conserve materials and speed up the construction work, thereby substantially reducing the time that traffic is affected by construction.

It is important that the specifications provide for proper preparation of the pit-run subbase prior to placement of the CRCP. This material should be compacted to a minimum of 95% of AASHTO T-180 to assure uniform support. In addition the joint along each side of the CRCP is to be sealed with a high type sealer to prevent moisture intrusion into the subbase and then maintained throughout the life of the pavement.

Based on the above reasons and subject to inclusion of the suggested requirements, the 13-inch continously reinforced Portland Cement Concrete Pavement inlay with 1-inch level course for the 13 foot outside lane and a 2-inch AC overlay of the inside lane and shoulders are approved.

for Dale E. Wilken

NOTED H
F. S. HUNTER

cc:
OSHD (J.H. Versteeg, Rd Des)
OSHD (F.E. Terpin, Mat)
OSHD (J. Scofield, Mat)

RECEIVED
TECHNICAL SERVICES
MAR 3 '83
REFER TO
FOR
Info Inves R/D D/R Sign Act File

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.: LOC 16-3
DES 19

DATE: February 23, 1983

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: Frank E. Terpin
Location Engineer

ORIGINAL SIGNED BY
FRANK E. TERPIN

NOTED
H.S. COULTER

SUBJECT: Goshen-Cottage Grove (Southbound) Section
Pacific Highway
Lane County

Submitted herewith is the revised surfacing design for this Interstate Rehabilitation Project.

The revised design calls for a 13-inch (full depth) Continuously Reinforced Portland Cement Concrete Pavement Inlay in the outside lane. The design which was submitted previously called for nine inches of C.R.P.C.C. on an eight-inch Treated Base. The C.R.P.C.C. Inlay is to be 13 feet wide, and there will be an additional allowance for one inch of P.C.C. to level or compensate for the 4"-0 pit run gravel material that the C.R.P.C.C. will be placed on.

Included are the surfacing design calculations for this revised design along with a report on the benefits of the change. Should any questions arise regarding this analysis, they will be promptly answered.

Your early approval of this design is requested.

Enclosures

FET:JTS:tab ge

bc H. S. Coulter
E. S. Hunter
J. H. Versteeg
J. T. Scofield
J. J. Gix

RECEIVED
STATE HWY ENGR
FEB 25 '83
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Form 734-3122

11-31

I-5

STATE OF OREGON
Highway Division

INTEROFFICE MEMO

TO: Frank Terpin
Location Engineer

DATE: February 22, 1983

FROM: John T Scofield
John Scofield
Surfacing Design Engineer

SUBJECT: Revised Surfacing Design, Goshen - Cottage Grove Section,
Pacific Highway,
Lane County

Submitted herewith is a revised surfacing design with supporting data for submittal to FHWA. Included is a draft letter to FHWA.

This revision is the result of discussions held with FHWA. We are in agreement that the C.R.P.C.C. Inlay should be full-depth, rather than C.R.P.C.C. with a Cement Treated Base. The C.R.P.C.C. Pavement thickness is 13 inches, with an additional allowance of one inch of P.C.C. to compensate or level the 4"-0 pit run gravel base that the P.C.C. will be placed on.

JTS:tab

Attachments

cc: J. H. Versteeg ✓
Don Adams
Jim Gix
D. W. Greene
Don Stoudenmeyer

will comment

1 Versteeg ✓
Anderson
✓ Adams
Olson
✓ Sullivan SAm
Terpin
Trom
Wokerlig

RECEIVED
FEB 22 1983
ROAD DESIGN SECTION

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REFERRED TO

Watson .... Mann
Cole / Stoudenmeyer
Eriksen .... King
Beard .... Dorn .... Leu
[✓ Return] Discuss Do File Due
By FINAL DESIGN ENGINEER

125-1987

REVISED DESIGN FOR
CONTINUOUSLY REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT
GOSHEN - COTTAGE GROVE SECTION
PACIFIC HIGHWAY #1
LANE COUNTY

At the February 12, 1983 meeting, held to discuss the proposed design for a CRPCC Pavement Inlay on this project, it was agreed that we would consider a full depth CRPCC design as an alternate to the proposed section of nine inches of CRPCC on an eight inch cement treated base.

A revised design has been prepared and is submitted as part of this discussion. The design is for 13 inches of CRPCC Pavement, plus a one inch allowance of PCC, to be placed on the existing pit run (4"-0) gravel subgrade. The reinforcing steel is to be designed at 0.6% steel, placed at mid-depth.

This design will require that special attention be given to the PCC consolidation, in the project Special Provisions.

The factors as originally discussed under Pavement Type Selection, are still essentially the same, except as follows:

1) The revised design eliminates one operation, and will reduce the cost of the initial phase. The revised cost estimate is attached to this revision.

2) Placing full depth CRPCC should provide less potential for faulting at the center line joint.

3) Reducing the depth of excavation, and eliminating the separate base, will speed up the operation, thus reducing the time that traffic is affected by the construction. This also eliminates the stage of the project in which the treated base would exist in a trench section. Any rainfall during the period that the trench section is open will create additional construction problems. This revised design greatly reduces this potential problem.

On February 12, 1983, I discussed this proposal with Mr. Byron Jones of the Portland Cement Association, and asked him to discuss it with Mr. Larry Miller, of his organization. The PCA has promoted the use of high-quality treated bases under CRPCC Pavements. After discussing this project, and the design considerations, Mr. Jones, agreed that it was a good design. He could see no problems, but agreed that he would communicate with us any problems that Mr. Miller might foresee.

REVISED

OREGON STATE HIGHWAY DIVISION
Location Unit
Surfacing Design Group

Section: Goshen - Cottage Grove

Highway: Pacific #1

County: Lane

Prefix: 620-1965

Project Manager: D. W. Greene

Date February 18, 1983

Twenty Year Traffic Coefficient 12.9

18 kip EAL's per day Flexible - 2,210 Rigid - 2,670

R Value 10

Frost Penetration ---

CBE Total Requirement 42.0"

STRUCTURAL SECTION
NEW WORK

ACTUAL THICKNESS	COMPONENT	CREDIT
	Outside Lane - 13 ft. wide	
13.0"	Continuously Reinforced PCC Pavement, plus 1.0" allowance of PCC to allow for irregularity of the existing 4"-0 pit run gravel subgrade.	
	EXISTING ROADWAY Inside Lane and Shoulders - 25 ft. wide	
2.0"	Asphaltic Concrete, plus 1.0" allowance for leveling.	
	Dig Outs - Inside Lane and Shoulders	
5.0"	Asphaltic Concrete	10.0"
12.0"	Treated Base	22.0"
17.0"		32.0"

1.0" Asphaltic Concrete Wearing Surface & Base = 2.0" Aggregate Base
1.0" Cement Treated Base = 1.8" Aggregate Base
1.0" Plant Mix Bituminous Base = 1.8" Aggregate Base
1.0" Emulsion Treated Wearing Surface & Base = 1.8" Aggregate Base
1.0" Oil Mat = 1.8" Aggregate Base
1.0" Cement Treated Existing Roadway Material = 1.5" Aggregate Base
1.0" Lime or Cement Treated Subgrade = 1.0" Aggregate Base
1.0" Aggregate Subbase = 0.8" Aggregate Base

Above Factors apply to materials that comply with Standard Specifications and Special Provisions.

F.H.W.A.
Location Engineer
Construction Engineer
Materials
Region Engineer
Project Manager
Specifications Engineer
Final Design Engineer
Regional Geologist

The thickness of CRPCC Pavement was determined by the PCA Stress Analysis Procedure.

The overlay thickness for the inside lane was determined by deflection information.

ECTION Goshen - Cottage Grove HIGHWAY Pacific #1
UNTY Lane DATE February 18, 1983

tside Lanes only - 13' wide Inside Lanes
Lad Safety Factor 1.3 "R" Value 10
S bbase Depth Depth
K-Values: Basement 70 Subbase 80 None
C mpressive Strength 3950
M dulus of Rupture (M.R.) 525 Total Depth CRPCC 13"

Credits
CRPCC 13.0"

le ad ips	Axle Load x L.S.F. Kips	Stress P.S.I.	Stress Ratio Stress P.S.I. / M.R.	Allowable Repetitions No.	Estimated Repetitions No.	Fatigue Resistance Used
	SINGLE AXLE LOADS					
[illegible]	45.5	315	0.60	32,000	250	0.8
[illegible]	44.2	310	0.59	42,000	480	1.1
[illegible]	41.6	295	0.56	100,000	480	0.5
[illegible]	39.0	285	0.54	180,000	3200	1.8
[illegible]	36.4	270	0.51	400,000	3200	0.8
[illegible]	33.8	250	---	---	---	---
[illegible]	31.2					
22	28.6					
20	26.0					
18	23.4					
	TANDEM AXLE LOADS					
[illegible]	65.0	302	57.5	66,000	1710	2.6
[illegible]	62.4	290	55.2	124,000	2400	1.9
[illegible]	59.8	280	53.3	162,000	7730	4.8
[illegible]	57.2	270	51.4	360,000	20,330	5.6
[illegible]	54.6	260	49.5	infin:	30,840	---
[illegible]	52.0	250				
[illegible]	49.4					
[illegible]	46.8					
[illegible]	44.2					
[illegible]	41.6					
[illegible]	39.0					
[illegible]	36.4					

Total % Fatigue Used 19.9 or 20

CTION Goshen - Cottage Grove HIGHWAY Pacific #1

UNTY Lane DATE February 18, 1983

Twenty Year Growth Rate = 100%

ld ps	2 Axle TADT = 525		3 Axle TADT = 345		4 Axle TADT = 150		5 Axle TADT = 3,540		6 Axle TADT = 240		Total 20-Year Repetitions 80%
	Const.	Rep.	Const.	Rep.	Const.	Rep.	Const.	Rep.	Const.	Rep.	
SINGLE AXLE											
36							0.09	318			250
34							0.17	602			480
32			---	----	---	----	0.17	602	---	----	480
30			0.17	59	1.01	152	0.10	354	14.3	3432	3200
28	---	----	0.17	59	1.01	152	0.10	354	14.3	3432	3200
26	0.49	257	0.69	238	1.51	227	0.10	354	28.7	6888	6370
24	1.75	919	0.34	117	3.72	558	0.44	1578	---	----	2540
22	5.91	3103	5.49	1894	18.6	2790	6.28	22,231	27.4	6576	29,280
20	164	86,100	501	172,845	798	119,700	482	1,706,280	1302	312,480	1,917,920
18	228	119,700	736	253,920	874	131,000	2060	7,292,400	1656	397,440	6,555,650
TANDEM AXLE											
50			0.55	190		---	0.55	1947	---	----	1710
48			0.55	190	---	----	0.55	1947	3.57	857	2400
46			---	----	0.50	75	1.50	5310	17.8	4272	7730
44			1.10	380	---	----	1.75	6195	78.5	18,840	20,330
42			1.72	593	3.52	528	3.80	13,452	99.9	23,976	30,840
40			2.74	945	5.66	849	18.1	64,074	104	24,960	72,660
38			3.09	1,066	9.09	1,364	114	403,560	139	33,360	351,480
36			16.8	5,796	12.1	1,815	373	1,320,420	203	48,720	1,101,400
34			119	41,055	58.3	8,745	1556	5,508,240	371	89,040	4,517,660
32			136	46,920	145	21,750	1860	6,584,400	425	102,000	5,404,060
30			61.7	21,287	220	33,000	442	1,564,680	462	110,880	1,383,880
28			61.7	21,287	220	33,000	597	2,113,380	462	110,880	1,822,840
26			61.7	21,287	220	33,000	597	2,113,380	462	110,880	1,822,840

I-5

Anderson
Adams
Sullivan
Terpin
Wekerlig

RECEIVED
FEB 15 1983
ROAD DESIGN SECTION

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Action

February 15, 1983

DES 16

Glenn Hossner
Field Operations Engineer
Federal Highway Administration
The Equitable Center, Suite 100
530 Center N.E.
Salem, OR 97301

Surface Designs
Goshen-Cottage Grove Section
I-5 Freeway

Transmitted are cost estimates for three alternate surface designs for the Goshen-Cottage Grove Section of Interstate 5.

Alternate No. 1	$8,340,000

This is for a five-inch asphaltic concrete overlay of the existing southbound lanes and shoulders plus a future two-inch overlay in 10 years.

Alternate No. 2	$7,417,000

This is for a nine-inch continuously reinforced concrete pavement in the right lane plus a two-inch overlay of the left lane and shoulders. This estimate included the cost of longitudinal joint repair.

Alternate No. 3	$9,163,000

This is for five-inch asphaltic concrete pavement 17" PMB base in the right lane and a two-inch overlay of the left lane and shoulders. This cost estimate includes a future two-inch overlay in 10 years.

I am enclosing a copy of John Scofield's February 14 report in support of the proposed surfacing design for your information.

Subject to your concurrence, we will proceed with the plans for this project with a nine-inch continuously reinforced concrete pavement with a five-inch thick Portland Cement Concrete Base Coarse. We plan to investigate pouring the nine-inch thick cement pavement and five-inch concrete base coarse in one 14-inch lift.

There should be a considerable cost savings in pouring all the materials in one operation. If after further review and if no problems develope, we would propose to construct the pavement and base coarse in one 14-inch lift.

Your concurrence in the proposed one lift construction of the continuously reinforced concrete pavement in the right hand lane and a two-inch overlay of the left lane and shoulders is requested. This project is scheduled for an early contract.

E. S. Hunter
Assistant State Highway Engineer
For Technical Services Branch

By

J. H. Versteeg
Road Design Engineer

JHV:rw

Attachments

REPORT ON CONTINUOUSLY REINFORCED
PORTLAND CEMENT CONCRETE PAVEMENT INLAY.
GOSHEN - COTTAGE GROVE SECTION
PACIFIC HIGHWAY #1
LANE COUNTY

On February 8th, a meeting was held to discuss the proposed rehabilitation project on the Goshen - Cottage Grove Section of Interstate 5 in Lane County. In attendance were Don Adams, Don Stoudenmeyer, and myself, along with Wally Bryant, Bob Hathaway, and John Hallin of the Federal Highway Administration. The purpose of the meeting was to answer questions that the Federal Highway Administration personnel have concerning the proposed surfacing design for this rehabilitation project. They had four specific questions or concerns that they requested additional information on prior to their approving or recommending approval of our proposal to construct a Continuously Reinforced Portland Cement Concrete Pavement Inlay. They are concerned that adequate supporting data be available to answer anticipated questions.

The first question pertained to the possible need for drainage under the new center line joint. They want to be sure we are not creating a so-called bath tub section and blocking existing drainage under the road. Two items are pertinent to answering this question. The first is that this is a crown section with the high point at the center line. This project would be constructed to maintain the crown section, therefore any accumulation of water on the pavement would tend to drain or flow away from the joint rather than across it. The only place that would have water running across would be in the horizontal curves where there are supers, and this design proposes to put subdrains under the P.C.C. Pavement in the horizontal curves to eliminate any water build-up under the joint.

A review of the material that exists under the road also indicates that there would be no potential problem from blocking drainage. In 1966, 24 holes were dug in various parts of this section and the material from those holes was very carefully logged. The material that would be encountered underneath our treated base, is generally a pit run gravel with a 3 to 4 inch maximum size and an R value in the range of 70. The condition on this material in 1966, showed approximately 6% to 10% passing the number 200 sieve. From this information and considering that there has been further contamination from fine-grained subgrade soils, this material is essentially impervious, therefore, water does not really flow through it.

Copies of the hole log information from the 1966 information is attached to this discussion. It should be noted that holes cored in the existing pavement recently show that the depth of the A.C. ranges from 7 to 8 inches, which indicates that approximately 2 to 4 inches of additional A.C. exists over the A.C. that was indicated in the 1966 hole logs. This would include the 2 inch overlay, which was completed in 1967, plus the substantial amount of maintenance patching that has been placed in the interim.

The second question concerned the potential for faulting or separation at the center line joint. It is felt that through the use of Cement Treated Base or a Lean Concrete Base the potential for settlement resulting from lack of compaction in the area this joint would be greatly minimized. With a Lean Concrete Base the new base material should completely fill in any voids created in the vertical cut. If the Cement Treated Base option is utilized it also could be very carefully compacted in the area of this joint. This would be handled through the special provisions for the project.

We are including an item as a future stage or future cost for maintenance on this center line joint in anticipation of some minor faulting and separation. The assumption is to remedy any faulting or separation we would rotomill or remove a strip of A.C. pavement approximately 2 inches deep and 2 feet wide along the joint and replace it with 2 inches of new A.C. It is assumed that sometime during the design period that this maintenance or rehabilitation procedure would have to be done on most of the 13 mile length. It might not all be done at the same time, but costs have been calculated for doing 80% of the project.

The third major question concerned cost details for each of the alternates. The original submittal only included the summation of costs for each alternate. The detailed cost estimates for each of the alternates, including anticipated future stages, are now complete and are available to submit to the Federal Highway Administration.

The fourth question concerned the actual surfacing design for the Continuously Reinforced Portland Cement alternate. Based on their analysis of the data, the F.H.W.A. is recommending that the thickness of the C.R.P.C.C. Pavement be increased from 9 inches to 10 inches.

Our design is arrived at through the Portland Cement Association Design Method. The P.C.A. Method is based on providing enough thickness to safely handle the accumulation of stresses, imparted by trucks at various axle loadings. For this design the calculation showed that the loadings anticipated in this outside lane over the next 20 years would use about 21% of the allowable stresses. Therefore, it is a fairly conservative design, but considering the possible influence of edge loadings, it is felt that this is a good design and should not be cut back. An 8 inch design was tried, but the projected stresses were considerably over 100% of the allowable.

The estimated truck loadings are based on the most recent truck classification counts which were taken in the fall of 1982. A growth factor of 50% over the 20-year design was used. The assumed flexural strength of the P.C.C. for this design is 525 psi. As a comparison, the Divide - Anlauf Project had a design of 8 inches of C.R.P.C.C. Pavement with a 7 inch Plant Mix Bituminous Base. This design is substantially heavier. The benefit of one extra inch of P.C.C. is discussed later in this report.

The Federal Highway Administration analysis is based on the recently revised AASHTO Design Procedure. The AASHTO Design Procedure, with the same design parameters, gives thicker designs than the P.C.A. Method. The F.H.W.A. also feel that the truck loadings projected for this design period should be higher than we used. This is based on their analysis of the growth, over the last ten years, that has taken place in the volume of heavy trucks.

I have reviewed our design through the P.C.A. Design Procedure and have not used all of the allowable stresses even using a 30-year design period and 150% growth over the 30-year period. The question then becomes, which design procedure is realistic?

A couple of cases on our Interstate System support the validity and safety of the P.C.A. Method. The first is the P.C.C. Pavement on Interstate 5 from Albany to the Lebanon/Corvallis Highway. This is an 8 inch P.C.C. Pavement of the Mesh and Dowel Design with approximately 12 inches of Aggregate Base. It was opened to traffic in 1960. In our current study of this section, we have determined that the accumulated loadings in the outside lane at the time the pavement reached substantial failure was approximately ten million 18 Kip Equivalent Axle Loads. This occurred in approximately 1980. According to the AASHTO Design Procedure, the section at Albany should have reached failure at approximately five million 18 Kip Equivalent Axle Load applications.

The second example is the Minnesota Freeway in Portland on Interstate 5. This was one of the very first Continuously Reinforced Concrete Pavements constructed in Oregon and was completed in 1965. It consists of 8 inches of Continuously Reinforced Concrete Pavement on a 9 inch Crushed Aggregate Base. The subgrade on the Minnesota Freeway is better than the subgrade in the Goshen - Cottage Grove Project. The Minnesota Freeway has already carried substantially more loadings than the AASHTO Design Procedure would indicate that it was capable of, and is still performing well.

Another point in support of the adequacy of our design is the fact that the two examples mentioned have untreated aggregate bases. The use of treated non-erodible base material will greatly enhance the long term performance of our proposed surfacing. The pumping of fine material from the base on the P.C.C. Pavement of Albany is a factor in the failure that is occurring.

Based on the performance of the concrete pavements we have built on our Interstate System, I think there is substantial data to point that the AASHTO Design System tends to have too large a safety factor for rural Interstate projects. It may be okay for the Portland Metropolitan area.

The affect of adding another inch of C.R.P.C.C. Pavement on this project, based on the AASHTO Design Procedure, would increase the total number of allowable 18 Kip Equivalent Axle Loads from approximately 12 million to about 21 million. This is a very substantial increase in the design life. In analyzing it through the P.C.A. System the affect of an additional inch would be approximately equivalent, but would increase the allowable loadings from 30 million to 50 or 60 million.

In summary, the performance of our Continuously Reinforced P.C.C. Pavements on the Interstate System which have been designed based on the P.C.A. Design Method have been extremely good. Some of the earlier Continuously Reinforced Concrete Pavements have already carried the number of loads originally estimated in their total design and they are still performing very well. The design as submitted will provide a long term service life, with vertually no maintenance to the surface of the P.C.C. Pavement.

Hole's Dec. 1965
Test Data Jan. 1966

Station		Hole No.	Depth	Top Size	P1/4	P#40	P#200	LL	PI	SE	LAR	OAD	"R" Value	Classif.	% Moist.	Remarks
679+00	9' Lt LS	24	0-6"	A.C.												
				[redacted]												
		A82394C	6"-8"	1"	58.3	15.0	8.7	20	0	49.2	- -	- -	75	A-1-a Si.Sa.Gr.	4.5	Composite Sample
		A82395C	8"-36"	3"	40.3	10.6	5.6	25	0	40.8	15.1	11.10 0.9	83	A-1-a Si.Sa.Gr.	6.0	
647+00	9' Rt LS	23	0-4"	A.C.												
				Compared to:												
			4"-5"	1"	58.3	15.0	8.7	20	0	49.2	- -	- -	75	A-1-a Si.Sa.Gr.	4.5	
		A82395A	5"-15"	3"	20.5	4.7	2.9	23	0	38.3	14.5	11.11 0.8	79	A-1-a Si.Sa.Gr.	4.3	
		A82395B	15"-20"	3"	76.0	55.2	41.1	37	9	11.1	NSM	29.09 3.7	9	A-4 (1) Gr.Sa.Cl.	22.1	
				Compared to:												
			20"-29"	- -	- -	86.2	73.1	41	12	10.2	- -	- -	10	A-7-6 (9) Si.Cl.		
614+50	10½' Rt LS	22	0-4"	A.C.												
				Compared to:												
			4"-6"	1"	58.3	15.0	8.7	20	0	49.2	- -	- -	75	A-1-a Si.Sa.Gr.	4.5	
				Compared to:												
			6"-18"	4"	43.9	15.5	9.3	26	3	24.0	14.5	12.18 0.9	72	A-1-a Si.Sa.Gr.		
				[redacted]												
		A82394E	35"-52"	- -	- -	86.2	73.1	41	12	10.2	- -	- -	10	A-7-6(9) Si.Cl.	28.5	
583+00	10' Lt LS	21	0-4"	A.C.												
				Compared to:												
			4"-7½"	1"	58.3	15.0	8.7	20	0	49.2	- -	- -	75	A-1-a Si.Sa.Gr.	4.5	
				Compared to:												
			7½"-30"	4"	43.9	15.5	9.3	26	3	24.0	14.5	12.18 0.9	72	A-1-a Si.Sa.Gr.		
				Compared to:												
			30"-36"	2"	44.2	13.7	7.2	28	2	31.1	14.5	11.0 0.9	79	A-1-a Si.Sa.Gr.		

Dec. 1965

Test Data Jan. 1966

Station		Hole No.	Depth	Top Size	P1/4	P#40	P#200	LL	PI	SE	LAR	OAD	"R" Value	Classif.	% Moist.	Remarks
553+00	4' Rt LS	20	0-4½"	A.C. Compared to:												
			4½"-6½"	1"	58.3	15.0	8.7	20	0	49.2	- -	- -	75	A-1-a Si.Sa.Gr.	4.5	
				[redacted]												
		A82394A	6½"-14"	4"	43.9	15.5	9.3	26	3	24.0	14.5	12.18 0.9	72	A-1-a Si.Sa.Gr.	7.2	
				[redacted]												
		A82394B	14"-36"	2"	44.2	13.7	7.2	28	2	31.1	14.5	11.00 0.9	79	A-1-a Si.Sa.Gr.	6.9	
519+80	10' Lt LS	19	0-6"	A.C. Compared to:												
			6"-7½"	1"	58.3	15.0	8.7	20	0	49.2	- -	- -	75	A-1-a Si.Sa.Gr.	4.5	
			7½"-13"	2"-0 Gravels												
		A82393F	13"-24½"	5"	35.7	16.4	9.5	28	4	21.1	13.6	15.31 0.9	53	A-1-a Si.Sa.Gr.	10.0	
				Compared to:												
			24½"-36"	- -	- -	91.7	81.2	54	14	17.7	- -	- -	5	A-7-5(13) Si.Cl.	27.4	
487+00	9½' Rt LS	18	0-6"	A.C. Compared to:												
			6"-7½"	1"	58.3	15.0	8.7	20	0	49.2	- -	- -	75	A-1-a Si.Sa.Gr.	4.5	
			7½"-11"	3/4"-0 Crushed Gravel												
		A82393C	11"-16½"	3"	34.6	10.4	6.0	27	4	37.6	13.6	10.50 0.7	77	A-1-a Si.Sa.Gr.	6.3	
		A82393D	16½"-23½"	4"	38.2	13.2	7.5	28	4	24.8	12.7	12.09 0.6	74	A-1-a Si.Sa.Gr.	8.6	
				[redacted]												
		A82393E	23½"-42"	- -	- -	91.7	81.2	54	14	17.7	- -	- -	5	A-7-5(13) Si.Cl.	34.0	

Test Data Jan. 1966

Station		Hole No.	Depth	Top Size	P1/4	P#40	P#200	LL	PI	SE	LAR	OAD	"R" Value	Classif.	% Moist.	Remarks
458+93	10' LT LS	17	0-3½"	A.C.												
			3½"-6½"	Compared to: 1"	58.3	15.0	8.7	20	0	49.2	- -	- -	75	A-1-a Si.Sa.Gr.	4.5	
			6½"-12½"	Compared to: 3"	41.4	14.2	9.0	24	0	23.8	13.6	9.96 0.6	77	A-1-a Si.Sa.Gr.		
			12½"-36"	Compared to: 3"	43.5	15.6	9.4	25	3	25.1	9.8	10.00 0.7	73	A-1-a Si.Sa.Gr.		
429+00	9½' Rt LS	16	0-4½"	A.C.												
			4½"-6"	Compared to: 1"	58.3	15.0	8.7	20	0	49.2	- -	- -	75	A-1-a Si.Sa.Gr.	4.5	
			6"-10"	3/4"-0 Crushed Gravel												
		A82393A	10"-15"	[redacted] 3"	41.4	14.2	9.0	24	0	23.8	13.6	9.96 0.6	77	A-1-a Si.Sa.Gr.	6.4	
		A82393B	15"-36"	[redacted] 3"	43.5	15.6	9.4	25	3	25.1	9.8	10.00 0.7	73	A-1-a Si.Sa.Gr.	6.2	
401+00	9' Rt LS	15	0-3½"	A.C.												
			3½"-7"	Compared to: 1"	58.3	15.0	8.7	20	0	49.2	- -	- -	75	A-1-a Si.Sa.Gr.	4.5	
			7"-19"	Compared to: 4"	25.2	7.3	4.1	24	1	40.7	14.5	10.53 0.7	80	A-1-a Si.Sa.Gr.		
		A82392E	19"-31"	3"	37.3	12.1	7.7	30	8	23.2	16.3	17.83 1.4	51	A-2-4 Si.Sa.Gr.	8.2	
			31"-41"	Compared to: 1½"	84.5	66.5	47.1	32	7	12.8	NSM	- -	9	A-4 (2) Gr.Cl.Si.	23.6	
373+91	7' Lt LS	14	0-3½"	A.C.												
			3½"-6"	Compared to: 1"	58.3	15.0	8.7	20	0	49.2	- -	- -	75	A-1-a Si.Sa.Gr.	4.5	
		A82392C	6"-25"	[redacted] 4"	25.2	7.3	4.1	24	1	40.7	14.5	10.53 0.7	80	A-1-a Si.Sa.Gr.	7.1	
		A82392D	25"-40"	[redacted] 1½"	84.5	66.5	47.1	32	7	12.8	NSM	- -	9	A-4 (2) Gr.Cl.Si.	17.8	

Test Data Jan. 1966

Station		Hole No.	Depth	Top Size	P1/4	P#40	P#200	LL	PI	SE	LAR	OAD	"R" Value	Classif.	% Moist.	Remarks
345+25	6½' Rt LS	13	0-5"	A.C.												
			5"-9½"	Compared to: 1"	58.3	15.0	8.7	20	0	49.2	- -	- -	75	A-1-a Si.Sa.Gr.	4.5	
		A82392A	9½"-21"	2"	36.8	9.3	5.4	21	0	38.6	19.0	21.27 1.5	68	A-1-a Si.Sa.Gr.	7.8	
		A82392B	21"-37"	3"	36.3	11.4	7.0	25	2	22.5	16.37	21.60 1.3	73	A-1-a Si.Sa.Gr.	6.7	
317+00	3½' Lt LS	12	0-5"	A.C.												
			5"-6½"	Compared to: 1"	58.3	15.0	8.7	20	0	49.2	- -	- -	75	A-1-a Si.Sa.Gr.	4.5	
		A82391F	6½"-38"	1½"	35.4	9.2	4.9	19	0	45.5	16.3	20.39 1.6	79	A-1-a Si.Sa.Gr.	4.5	
291+00	6½' Rt LS	11	0-4½"	A.C.												
			4½"-7½"	Compared to: 1"	58.3	15.0	8.7	20	0	49.2	- -	- -	75	A-1-a Si.Sa.Gr.	4.5	
		A82391D	7½"-20"	2"	46.5	11.2	6.4	22	0	48.1	18.1	24.63 2.2	81	A-1-a Si.Sa.Gr.	8.6	
			20"-27"	6"-0 Gravel												
		A82391E	27"-46"	- -	- -	87.5	68.6	33	9	8.2	NSM	- -	4	A-4 (4) Sa.Cl.	20.8	
267+00	10½' Rt LS	10	0-4½"	A.C.												
			4½"-7"	Compared to: 1"	58.3	15.0	8.7	20	0	49.2	- -	- -	75	A-1-a Si.Sa.Gr.	4.5	
			7"-16"	Compared to: 2"	36.4	9.5	5.7	25	2	37.3	19.0	- -	84	A-1-a Si.Sa.Gr.		
			16"-45"	1½"	72.3	48.7	34.6	37	8	16.4	- -	- -	46	A-2-4 Gr.Cl.Sa.	21.3	

Test Data Jan. 1966

Station		Hole No.	Depth	Top Size	P1/4	P#40	P#200	LL	PI	SE	LAR	OAD	"R" Value	Classif.	% Moist.	Remarks
241+50	5' Lt LS	9	0-4½"	A.C.												
				Compared to:												
			4½"-6"	1"	58.3	15.0	8.7	20	0	49.2	- -	- -	75	A-1-a Si.Sa.Gr.	4.5	
				[redacted]												
		A82391A	6"-20"	2"	36.4	9.5	5.7	25	2	37.3	19.0	- -	84	A-1-a Si.Sa.Gr.	6.5	
		A82391B	20"-37"	2"		10.9	5.3	24	0	30.2	17.2	21.43 1.7	81	A-1-a Si.Sa.Gr.	6.5	
213+50	9' Rt LS	8	0-6"	A.C.												
				Compared to:												
			6"-8"	1"	58.3	15.0	8.7	20	0	49.2	- -	- -	75	A-1-a Si.Sa.Gr.	4.5	
		A82390D	8"-32"	1½"	43.4	11.6	7.2	23	2	30.9	12.7	21.98 1.9	54	A-1-a Si.Sa.Gr.	6.5	
		A82390E	32"-50"	1½"	89.6	72.6	58.7	48	14	9.6	NSM	- -	13	A-7-5(8) Sa. Si.	41.9	
189+50	4' Lt LS	7	0-4½"	A.C.												
				Compared to:												
			4½"-6"	1"	58.3	15.0	8.7	20	0	49.2	- -	- -	75	A-1-a Si.Sa.Gr.	4.5	
				Compared to:												
			6"-27"	2"	44.7	14.0	8.2	24	1	30.3	18.1	21.62 2.0	76	A-1-a Si.Sa.Gr.		
		A82390C	27"-40"	- -	- -	88.9	79.3	57	28	7.4	- -	- -	2	A-7-6(19) Clay	25.0	
163+50	10'Lt LS	6	0-5½"	A.C.												
				Compared to:												
			5½"-7"	1"	58.3	15.0	8.7	20	0	49.2	- -	- -	75	A-1-a Si.Sa.Gr.	4.5	
				[redacted]												
		A82390A	7"-25"	2"	44.7	14.0	8.2	24	1	30.3	18.1	21.62 2.0	76	A-1-a Si.Sa.Gr.	6.7	
		A82390B	25"-42"	- -	- -	78.9	65.6	37	11	9.6	- -	- -	11	A-6 (6) Sa.Cl.	21.0	

Test Data Jan. 1966

Station		Hole No.	Depth	Top Size	P1/4	P#40	P#200	LL	PI	SE	LAR	OAD	"R" Value	Classif.	% Moist.	Remarks
126+25	10'Rt LS	5	0-5"	A.C.												
		A82389C	5"-36"													
102+35	11½" Lt LS	4	0-12"	A.C.												
			12"-15"	Gravels												
		A82389A	15"-22"													
		A82389B	22"-36"													
79+00	8' Rt LS	3	0-1/2"	Seal Coat												
			1/2"-4½"	A.C.												
				Compared to:										A-1-a		
			4½"-6"	1"	58.3	15.0	8.7	20	0	49.2	- -	- -	75	Si.Sa.Gr.	4.5	
				Compared to:								23.34		A-1-a		
			6"-26"	3"	47.9	13.7	8.6	24	3	21.5	NSM	1.6	76	Si.Sa.Gr.		
				Compared to:										A-7-6(14)		
			26"-37"	1½"	94.4	87.5	71.7	50	22	5.3	- -	- -	3	Si.Cl.	30.9	
51+00	10'Rt LS	2	0-4½"	A.C.												
				Compared to:										A-1-a		
			4½"-6½"	1"	58.3	15.0	8.7	20	0	49.2	- -	- -	75	Si.Sa.Gr.	4.5	
				[redacted]								23.34		A-1-a		
		A82388E	6½"-19½"	3"	47.9	13.7	8.6	24	3	21.5	NSM	1.6	76	Si.Sa.Gr.	6.3	
				Compared to:										A-7-6(14)		
			19½"-36"	1½"	94.4	87.5	71.7	50	22	5.3	- -	- -	3	Si.Cl.	40.6	

Test Data Jan. 1966

Station		Hole No.	Depth	Top Size	P1/4	P#40	P#200	LL	PI	SE	LAR	OAD	"R" Value	Classif.	% Moist.	Remarks
30+10	9' Lt LS	1	0-2½"	A.C.												
			2½"-7½"	A.C. Compared to:												
			7½"-9½"	1"	58.3	15.0	8.7	20	0	49.2	- -	- -	75	A-1-a Si.Sa.Gr.	4.5	
		A82388A	9½"-17"	3"	31.2	6.8	3.6	20	0	65.1	12.7	11.09 0.9	79	A-1-a Gravel	3.4	
		A82388B	17"-20"	3"	47.8	15.7	10.0	25	2	27.9	- -	- -	81	A-1-a Si.Sa.Gr.	7.4	
		A82388C	20"-28"	5"	39.2	25.9	18.6	33	13	14.7	20.0	12.13 0.8	8	A-2-6 Cl.Sa.		
				[redacted]	[redacted]											
		A82388D	28"-40"	1½"	94.4	87.5	71.7	50	22	5.3	- -	- -	3	A-7-6(14) Si.Cl.	40.6	

ON STATE HIGHWAY DIVISION
QUANTITY SUMMARY & COST ESTIMATE

Sheet 1 of 1 Sheets

Section Goshen - Cottage Grove 5" AC. 17" P.M.B.B } Rt. Lane 2" AC. Lt. Lane & shlds
Highway I-5 County Lane Prefix 620-1965
Length Miles 13.3 Designer Date 2-10-83
Signed Title

Grading & Drainage		$ 1,127,401
Surfacing		$ 4,977,600
Extra Work		
Striping	$ 30,000	
	$	
	$	
	$	
	$	
	$	
	$	
	$	
	$	
	$	
TOTAL EXTRA WORK		$ 30,000
TOTAL		$ 6,135,001
+ 20 % Engineering and Contingencies		$ 1,220,999
Structures		
	$	
	$	
	$	
	$	
TOTAL STRUCTURES		$ -0-
Right of Way		$ -0-
TOTAL ESTIMATED COST		$ 7,356,000
Future 2" Overlay - - - - - - - - - - - - -		1,807,000
Total - - - -		$ 9,163,000

OREGON STATE HIGHWAY DIVISION
SUMMARY -BID SCHEDULE--COST ESTIMATE

Sheet ______ of ______
Date ~~[illegible]~~ 2-10-83

ction Goshen - Cottage Grove
County Lane
nd Of Work Rt. Lane { 5" A.C. / 17" P.M.B.B. } Lt. Lane & shlds } 2" AC. + 1" Leveling
Length ______
Name Fleming

(Excavate Rt. Lane)

Item	Code	Unit	Quant.	Unit Cost	Total
Furnish Field Lab		Ea.	1	2,500^{00}	2500 G
Mobilization (8%)		L.S.			440,000 G
Temp. Prot. & Direct. of Traffic (3%)		L.S.			165,000 G
Temp. Signs		Sq. Ft.	1970	6^{00}	11,820 G
Temporary Barricades		Ea	6	125^{00}	750 G
Temporary Conc. Barrier		Lin. Ft	20,000	11^{00}	220,000
Move Temporary Barrier		Lin. Ft	60,000	2^{00}	120,000
Temporary Illumination		L.S.			33,000 G
Temporary Plastic Safety Markers		Ea.	25	35^{00}	875 G
Sequential Arrow Sign		Ea.	4	2,500	10,000 G
Flagmen		Hr.	1,000	22^{50}	22,500 G
Removal of Structures & Obstructions		L.S.			16,000 G
Clearing & Grubbing		L.S.			2,400 G
General Excavation		Cu. Yd.	77,700	5^{00}	388.500 G
Trench Excavation		Cu. Yd.	50	10^{00}	500 G
Watering		M-Gal	825	10^{00}	8,250 G
Aggregate Shoulders		Ton	400	8^{50}	3,400
P.M. Bit Base		Ton	114,100	14^{00}	1,597,400
Asphalt in Bit Base		Ton	6,280	180^{00}	1,130,400
Asph. Concrete Mixture		Ton	73,400	15^{00}	1,101,000
Asph. Cement in Mixture		Ton	4,400	180^{00}	792,000
Asph. in Tack Coat		Ton	67	200^{00}	13,400
Continuous Reinforced Conc. Pvmt.	(9" Thkn)	Sq. Yd.	-0-	24^{00}	-0-
		5,474,695			

OREGON STATE HIGHWAY DIVISION
SUMM✓ -BID SCHEDULE--COST ESTIMATE ✓

Sheet – of –
)ate ~~2-09-83~~ 2-10-83

ction Goshen - Cottage Grove County Lane

nd Of Work Length Name Fleming

Item	Code	Unit	Quant.	Unit Cost	Total
18" Culvert Pipe		Lin. Ft.	80	20^{00}	1600 G
4" Perf. Plastic Drain Pipe		Lin Ft	580	4^{50}	2610 G
Special Filter Material		Cu. Yd	35	12^{00}	420 G
Concrete Backfill		Cu. Yd	11	100^{00}	1,100 G
Extra for Pipe Under Pvmt.		Lin Ft.	550	15^{00}	8,250 G
Adjust Inlet		Ea.	1	250^{00}	250 G
Adjust Guard Rail - Type 2A		Lin. Ft.	-0-	3^{50}	-0-
Adjust Guard Rail - Type 3		Lin Ft	-0-	6^{00}	-0-
Concrete Barrier Standard		Lin. Ft.	-0-	25^{00}	-0-
Reshape Mounds		L.S.	-0-	1500^{00}	-0-
Delineators, Flexible - Type 2		Ea	372	23^{00}	8,556 G
Delineators, Flexible - Type 3		Ea.	40	23^{00}	920 G
~~Concrete Barrier Standard~~		~~Lin Ft~~		~~25^{00}~~	
Raise Camas Swale Str.		L.S.		48,000	-0-
Raise Hill Cr. Str.		L.S.		70,400	-0-
Raise Tunnel Mill Race Str		L.S.		70,400	-0-
Raise Stalder Slough Str.		L.S.		60,000	-0-
Raise Creek Str.		L.S.		48,000	-0-
Cold Plane Pvmt. Removal		Sq. Yd		2^{00}	-0-
Membrane Water Proofing		Sq. yd		15^{00}	-0-
Seeding & Mulching		Acre	2	800^{00}	1600 G
		25306	Sub-Total	----	6,105001

OREGON STATE HIGHWAY DIVISION

SUMM -BID SCHEDULE--COST ESTIMATE

Sheet [illegible] of [illegible]

ate ~~2-[illegible]-83~~ 2-10-83

ection Goshen - Cottage Grove

County Lane

nd Of Work

Length

Name Fleming

Item	Code	Unit	Quant.	Unit Cost	Total
Engr. & Contingencies (20%					1,220,999
			Sub-Total-----		7,326,000
ANTICIPATED					
Permanent Striping					20,000
Temporary Striping					10,000
			Total ------		7,356,000
FUTURE					
AC. = 2,759,166 ft² x 3" x .00631 (incl. releveling)		Ton	52,200	15.00	783,000
Asph. In Mix = 52,200 x .06 =		Ton	3,132	180.00	563,760
Tack Coat = 2,759,166 ft² x .000032		Ton	88	200.00	17,600
		Sub-	Total Future---		1,364,360
Mobilization; T.P. & D.T.; Engr. & Cont. = 31%					422,640
Striping					20,000
		Total	Future ----		1,807,000

Form 734-[illegible]

Job No.
Sheet 1 Sheets

OREGON STATE HIGHWAY DIVISION

Goshen - Cottage Grove
Fleming 2-10-83

Rt. Lane 5" A.C. Lt. Lane & Shlds 2" A.C.
17" P.M.B.B. 1" A.C. Leveling

Excavation ----

	(69,640 - 6100) x 13 x 1.67 ÷ 27 = ---------	51,091 Cu.Yd.
6100'	11 Strs. x 40 ft. x 400' x 1.75 ÷ 27 = ------- ---	11,407 Cu.Yd.
	Peebles Rd. (1700 Lin Ft From Location) = --- -- ----	7,206 Cu.Yd.
	4 Temp. X-Overs Estimated 2,000 C.Y. Ea = ----	8,000 Cu.Yd.
	Total = ----	77,704 Cu.Yd. (Say 77,700)

P.M. Bit. Base ---

6,100	Peebles Rd. 39 x 1700 x 17" x .00631 = ------	7,112 Tons
	11 Strs. x 39 x 400 x 17" x .00631 = ------	18,408 Tons
	(69,640 - 6,100) x 13' x 17" x .00631 = ------	88,607 Tons
	Total -----	114,127 Tons (Say 114,100)

Asphalt in Bit Base = 114,127 x .055 = ------- 6,277 Tons
(Say 6,280)

Job No.

Sheet 2 of Sheets

OREGON STATE HIGHWAY DIVISION

Goshen - Cottage Grove
2-10-83

Rt Lane 5" AC
17" P.M.B.B

Lt. Lane & shlds. 2" A.C
1" Leveling

A.C. --------

Rt. Lane - 69,640 × 13 × 5" × .00631 = ----------	28,563 Tons
Lt. Lane & shlds. - ($\overset{\text{Total}}{2,759,166}$ - $\overset{\text{Rt Lane}}{905,320}$) × $\overset{\text{(incl. 1" Leveling)}}{3"}$ × .00631 = ----	35,093
Additional Thkn. @ Peebles = 1700 × (38 - 13) × 2" × .00631 = ---	536
Additional thkn. @ 11 Strs. = 11 × 400 × (38 - 13) × 2" × .00631 = ---	1,388
Interchanges = 251,065 ft² × $\overset{\text{(Incl. 1" Leveling)}}{3"}$ × .00631 --------	4,753
Temp. X-Overs 4 × 1000 × 20 × 6" × .00631 ------	3,029
Total = ---	73,362 (say 73,400)

Asphalt in Mix = 73,362 Tons × .06 = ---------- 4402
(say 4400)

GON STATE HIGHWAY DIVISION
QUANTITY SUMMARY & COST ESTIMATE

Sheet 1 of 1 Sheets

Section Goshen - Cottage Grove 9" PCC 8" C.T.B } Rt. Lane 2" A.C. Lt. Lane & Shlds
Highway I-5 **County** Lane **Prefix** 620-1965
Length ______ **Miles** 13.3 **Designer** ______ **Date** 2-09-83
Signed ______ **Title** ______

Grading & Drainage		$ 1,044 649
Surfacing		$ 5,012,400
Extra Work		
Striping	$ 30,000	
	$	
	$	
	$	
	$	
	$	
	$	
	$	
	$	
	$	
TOTAL EXTRA WORK		$ 30,000
TOTAL		$ 6,087,049
+20 % Engineering and Contingencies		$ 1,210,951
Structures		
	$	
	$	
	$	
	$	
TOTAL STRUCTURES		$ -0-
Right of Way		$ -0-
TOTAL ESTIMATED COST		$ 7,298,000
Future £ Joint Repair - - - - - - - - - - -		119,000
Total - - - - -		$ 7,417,000

OR N STATE HIGHWAY DIVISION
SUM .I--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 3
Date ~~2-08-83~~ 2-09-83

ection Goshen - Cottage Grove
County Lane

ind Of Work Rt. Lane { 9" P.C.C. 8" C.T.B } Lt. Lane & shlds } 2" AC + 1" Leveling
Length
Name Fleming

o	(Excavate Rt. Lane) Item	Code	Unit	Quant.	Unit Cost	Total
	Furnish Field Lab		Ea.	1	2,500.00	2500 G
	Mobilization (8%)		L.S.			436,544 G
	Temp. Prot. & Direct. of Traffic (3%)		L.S.			163,704 G
	Temp. Signs		Sq. Ft	1970	6.00	11,820 G
	Temporary Barricades		Ea	6	125.00	750 G
	Temporary Conc. Barrier		Lin. Ft	20,000	11.00	220,000
	Move Temporary Barrier		Lin. Ft	60,000	2.00	120,000
	Temporary Illumination		L.S.			33,000 G
	Temporary Plastic Safety Markers		Ea	25	35.00	875 G
	Sequential Arrow Sign		Ea.	4	2,500	10,000 G
	Flagmen		Hr.	1,000	22.50	22,500 G
	Removal of Structures & Obstructions		L.S.			16,000 G
	Clearing & Grubbing		L.S.			2,400 G
	General Excavation		Cu. Yd	62,100	5.00	310,500 G
	Trench Excavation		Cu. Yd.	50	10.00	500 G
	Watering		M-Gal	825	10.00	8,250 G
	Aggregate Shoulders		Ton	400	8.50	3,400
	Cement Treated Base (From Walton 2-09-83)		Ton	64,400	13.00	837,200
	Cement in Treated Base		Ton	3540	70.00	247,800
	Asph. Concrete Mixture		Ton	44,800	15.00	672,000
	Asph. Cement in Mixture		Ton	2690	180.00	484,200
	Asph. in Tack Coat		Ton	67	200.00	13,400
	(From Parker 2-09-83) Continuous Reinforced Conc Pvmt. (9" Thkn)		Sq. Yd.	100,600	24.00	2,414,400
			~~5,471,496~~			

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 2 of 3
Date ~~2-08-83~~ 2-09-83

ection Goshen - Cottage Grove
County Lane

ind Of Work
Length
Name Fleming

Item	Code	Unit	Quant.	Unit Cost	Total
18" Culvert Pipe		Lin. Ft	80	20 00	1600 G
4" Perf. Plastic Drain Pipe		Lin Ft	580	4 50	2610 G
Special Filter Material		Cu. Yd	35	12 00	420 G
Concrete Backfill		Cu. Yd	11	100 00	1,100 G
Extra for Pipe Under Pvmt.		Lin Ft	550	15 00	8,250 G
Adjust Inlet		Ea.	1	250 00	250 G
Adjust Guard Rail - Type 2A		Lin. Ft	-0-	3 50	-0-
Adjust Guard Rail - Type 3		Lin Ft	-0-	6 00	-0-
Concrete Barrier, Standard		Lin. Ft	-0-	25 00	-0-
Reshape Mounds		L.S.	-0-	1500 00	-0-
Delineators, Flexible - Type 2		Ea	372	23 00	8,556 G
Delineators, Flexible - Type 3		Ea	40	23 00	920 G
~~Concrete Barrier Standard~~		~~Lin Ft~~		~~[illegible]~~	
Raise Camas Swale Str.		L.S.		48,000	-0-
Raise Hill Cr. Str.		L.S.		70,400	-0-
Raise Tunnel Mill Race Str.		L.S.		70,400	-0-
Raise Stalder Slough Str.		L.S.		60,000	-0-
Raise Creek Str.		L.S		48,000	-0-
Cold Plane Pvmt. Removal		Sq. Yd		2 00	-0-
Membrane Water Proofing		Sq. Yd		15 00	-0-
Seeding & Mulching		Acre	2	800 00	1600 G
		~~[illegible]~~			
			Sub-Total	----	6,057,049

OREGON STATE HIGHWAY DIVISION

SUMM[illegible]--BID SCHEDULE--COST ESTIMATE

Sheet 3 of 3

Date ~~2-08-83~~ 2-09-83

ection Goshen - Cottage Grove

County Lane

ind Of Work

Length

Name Fleming

o	Item	Code	Unit	Quant.	Unit Cost	Total
	Engr. & Contingencies (20%					1,210,951
				Sub-Total ----		7,268,000
	ANTICIPATED					
	Permanent Striping					20,000
	Temporary Striping					10,000
				Total -----		$7,298,000
	FUTURE & JOINT REPAIR					
	Pvmt. Removal 69,640 x 80% x 2 ÷ 9 =		Sq. Yd.	12,380	2^{00}	24,760
	AC. = 69,640 x .80 x 2' x 2" x .00631 =		Ton	1,406	30^{00}	42,180
	Asph. in Mix = 1406 x .06 = --------		Ton	84	180^{00}	15,120
	Tack Coat 69,640 x .80 x 2 x .000032 =		Ton	4	200^{00}	800
			Sub-Total Future --			82,860
	Mobilization; T.P. & D.T.; Engr. & Cont. = 31%					26,140
	Striping					10,000
			Total Future ---			$119,000

15 7 17

Form 734-

Job No.

Sheet 1 of Sheets

OREGON STATE HIGHWAY DIVISION

Goshen - Cottage Grove

Fleming 2-09-83

Rt. Lane = 9" P.C.C.
8" C.T.B.

Lt. Lane & Shlds = 2" A.C.

Excavation -----

(69,640 - 6100) x 13' x 1.25 ÷ 27 = ------- 38,242 Cu. Yd.

6100 { 11 Strs. x 40' x 400' x 1.33 ÷ 27 = -------- 8,670 Cu. Yd

6100 { Peebles Rd. (From Location) = ------- 7,206 Cu. Yd

4 Temp X-Overs Estimated 2,000 C.Y. Ea. = ---- 8,000 Cu. Yd.

Total = ---- 62,118 Cu. Yd.
(Say 62,100)

9" P.C.C. -----

69,640 x 13 ÷ 9 = ------------ 100,591 Sq. Yd.
(Say 100,600)

C.T.B. ----

11 Strs. x (39 - 13) x 400' x 1.5 x 1.96 x 1.05 ÷ 27 ----- 13,080 Tons
Peebles Rd. = 1700 x (39 - 13) x 1.5 x 1.96 x 1.05 ÷ 27 ----- 5,054 Tons
69,640 x 13 x 0.67 x 1.96 x 1.05 ÷ 27 ------- 46,234 Tons
Total = 64,368 Tons
(Say 64,400)

Cement in C.T.B ---- 64,368 x .055 = ----- 3540 Tons

A.C. --------

($\overset{\text{Total}}{3,010,231}$ - $\overset{\text{Rt. Lane}}{905,320}$) x $\overset{\text{(Incl. 1" Leveling)}}{3"}$ x .00631 = ----------- 39,846 Tons
Additional Thkn. @ Peebles = 1700 x (38 - 13) x 2" x .00631 --- 536 Tons
Additional Thkn. @ 11 Strs. = 11 x 400 x (38 - 13) x 2" x .00631 - 1388 Tons
Temp X-Overs 4 x 1000 x 20 x 6" x .00631 -------- 3,030 Tons
Total --- 44,800 Tons

Form 721-5156

Job No. ....

Sheet 2 of ..... Sheets

OREGON STATE HIGHWAY DIVISION

Goshen - Cottage Grove

Computed by ..... Checked by .....

Asphalt in Mix = 44,800 x .06 = -------- 2688 Tons.
(Say 2690)

Tack Coat --- 2,104,911 ft^2 x .000032 = ------ 67 Tons

EGON STATE HIGHWAY DIVISION
QUANTITY SUMMARY & COST ESTIMATE

Sheet 1 of 1 Sheets

Section Goshen - Cottage Grove 5" A.C. Overlay (Traffic Removed)
Highway I-5 County Lane Prefix 620-1965
Length Miles 13.3 Designer Date 2-09-83
Signed Title

Grading & Drainage $ 809,339

Surfacing $ 4,192,800

Extra Work

Striping $ 30,000
$
$
$
$
$
$
$
$
$

TOTAL EXTRA WORK $ 30,000

TOTAL . . . . $ 5,032,139

+ 20 % Engineering and Contingencies $ 1,083,801

Structures

$
$
$
$

TOTAL STRUCTURES $ 417,060

Right of Way $ -0-

TOTAL ESTIMATED COST . . . . $ 6,533,000

Future 2" Overlay - - - - - - - - - - - - - - - - - 1,807,000

Total - - - - - $ 8,340,000

OREGON STATE HIGHWAY DIVISION

SUMM. 1--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 3

ate ~~2-08-83~~ 2-09-83

ection Goshen – Cottage Grove

County Lane

ind Of Work 5" AC Overlay; 13' C.T.B.; Traffic Removed

Length

Name Fleming

o	Item	Code	Unit	Quant.	Unit Cost	Total	
	Furnish Field Lab		Ea.	1	2,500^{00}	2500	G
	Mobilization (8%)		L.S.			390,573	G
	Temp. Prot. & Direct. of Traffic (3%)		L.S.			146,465	G
	Temp. Signs		Sq. Ft.	1970	6^{00}	11,820	G
	Temporary Barricades		Ea	6	125^{00}	750	G
	Temporary Conc Barrier		Lin. Ft	20,000	11^{00}	220,000	
	Move Temporary Barrier		Lin. Ft	60,000	2^{00}	120,000	
	Temporary Illumination		L.S.			33,000	G
	Temporary Plastic Safety Markers		Ea.	25	35^{00}	875	G
	Sequential Arrow Sign		Ea.	4	2,500	10,000	G
	Flagmen		Hr.	1,000	22^{50}	22,500	G
	Removal of Structures & Obstructions		L.S.			16,000	G
	Clearing & Grubbing		L.S.			2,400	G
	General Excavation		Cu. Yd	28,000	5^{00}	140,000	G
	Trench Excavation		Cu. Yd.	50	10^{00}	500	G
	Watering		M-Gal	825	10^{00}	8,250	G
	Aggregate Shoulders		Ton	33,000	8^{50}	280,500	
	Cement Treated Base (From Walton 2-09-83)		Ton	32,700	13^{00}	425,100	
	Cement in Treated Base		Ton	1,800	70^{00}	126,000	
	Asph. Concrete Mixture		Ton	111,700	15^{00}	1,675,500	
	Asph. Cement in Mixture		Ton	6,700	180^{00}	1,206,000	
	Asph. in Tack Coat		Ton	60	200^{00}	12,000	
	Continuous Reinforced Conc Pvmt.		Cu. Yd.	-0-	76^{00}	-0-	
			4,313,695.				

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 2 of 3
Date ~~2-08-83~~ 2-09-83

ection Goshen - Cottage Grove
County Lane

ind Of Work
Length
Name Fleming

o	Item	Code	Unit	Quant.	Unit Cost	Total
	18" Culvert Pipe		Lin. Ft	80	20^{00}	1600 G
	4" Perf. Plastic Drain Pipe		Lin Ft	580	4^{50}	2610 G
	Special Filter Material		Cu. Yd	35	12^{00}	420 G
	Concrete Backfill		Cu. Yd	11	100^{00}	1,100 G
	Extra for Pipe Under Pvmt.		Lin Ft	550	15^{00}	8,250 G
	Adjust Inlet		Ea	1	250^{00}	250 G
	Adjust Guard Rail - Type 2A		Lin. Ft	14,400	3^{50}	50,400
	Adjust Guard Rail - Type 3		Lin Ft	550	6^{00}	3,300
	Concrete Barrier, Standard		Lin Ft.	2,900	25^{00}	72,500
	Reshape Mound:		L.S.		1500^{00}	1,500
	Delineators, Flexible - Type 2		Ea	372	23^{00}	8,556 G
	Delineators, Flexible - Type 3		Ea.	40	23^{00}	920 G
	~~Concrete Barrier, - Standard~~		~~Lin Ft~~		~~[illegible]~~	
	Raise Camas Swale Str.		L.S.		48,000	48,000
	Raise Hill Cr. Str.		L.S		70,400	70,400
	Raise Tunnel Mill Race Str.		L.S.		70,400	70,400
	Raise Stalder Slough Str.		L.S.		60,000	60,000
	Raise Creek Str.		L.S		48,000	48,000
	Cold Plane Pvmt. Removal		Sq. Yd	6,980	2^{00}	13,960
	Membrane Water Proofing		Sq. Yd	6,980	15^{00}	104,700
	Seeding & Mulching		Acre	2	800^{00}	1600
				Sub-Total----		5,419,199
			518,466			

OREGON STATE HIGHWAY DIVISION
SUM ---BID SCHEDULE--COST ESTIMATE

Sheet 3 of 5
ate 2-09-83

ection Goshen - Cottage Grove County Lane

ind Of Work Length Name Fleming

lo	Item	Code	Unit	Quant.	Unit Cost	Total
	Engr. & Contingencies (20%)					1,083,801
				SubTotal----		6,503,000
	ANTICIPATED					
	Permanent Striping					20.000
	Temporary Striping					10,000
				Total ----		$6,533,000
	FUTURE					
	AC. = 2759.166 ft^2 × 3" (incl 1" Leveling) × .00631 =		Ton	52,200	15^{00}	783,000
	Asph. in Mix = 52,200 × .06 =		Ton	3,132	180^{00}	563,760
	Tack Coat = 2,759.166 ft^2 × .000032 =		Ton	88	200^{00}	17,600
			Sub	Total	Future--	1,364,360
	Mobilization; T.P. & D.T.; Engr. & Cont. = 31%					422,640
	striping					20,000
			Total	Future	---	1,807,000

Form [illegible]

Job No. ....

Sheet ..... of ..... Sheets

OREGON STATE HIGHWAY DIVISION

Goshen - Cottage Grove

5" A.C. Overlay ; 18" C.T.B. ; Traffic Removed

Excavation -----

Peebles Rd. (From Location) (1700 ft) = ---------- 7206 C.Y.

7 Strs. × 38 × 800 × 1.63 ÷ 27 = ---------- 12,847 C.Y.

4 Temp. X-Overs Estimated 2,000 C.Y. Ea. = ------- 8,000 C.Y.

Total ---- 28,053 C.Y.
(Say 28,000)

C.T.B. ------

Peebles Rd. 39.5 × 1700 × 1.5 × 1.96 × 1.05 ÷ 27 = ------ 7,677 Tons

7 Strs. × 39 × 800 × 1.5 × 1.96 × 1.05 ÷ 27 = ------ 24,970 Tons

Total -- 32,647 Tons
(Say 32,700)

Cement in Treated Base 32,647 × 0.055 = ---- 1796 Tons
(Say 1800)

Asphalt Conc ----

Mainline = 2,759,166 ft² × 5" (1" Leveling) × .00631 = ------ 87,052 Tons
Interchgs. = 251,065 ft² × 3" × .00631 = ----- 4,753
Leveling = 2,668,512 ft² × 1" × .00631 = ----- 16,838
Temp X-Overs = 4 × 1000 × 20 × 6" × .00631 = ------ 3,029

Total = --- 111,672 Tons
(Say 111,700)

Asphalt in Mix = 111,672 × .06 = ---------- 6700 Tons

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

NOTED
H. S. COULTER

In Reply Refer to File No.: LOC 16-3
DES 19

DATE: January 26, 1983

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: Frank E. Terpin
Location Engineer
ORIGINAL SIGNED BY
FRANK E. TERPIN

SUBJECT: Goshen-Cottage Grove (Southbound) Section
Pacific Highway
Lane County

Submitted herewith is the surfacing design for the subject project. This is an Interstate Rehabilitation Project.

The design calls for a Continuously Reinforced Portland Cement Concrete Pavement Inlay in the outside lane. The C.R.P.C.C. pavement design thickness is nine inches, with an eight-inch Treated Base. The Treated Base may be Cement Treated Base, Lean Concrete Base or Plant Mix Bituminous Base. The design includes a two-inch Asphaltic Concrete overlay over the inside lane and shoulders.

Included are the surfacing design calculations, traffic information, documentation of alternate designs, and the Pavement Type Selection discussion. Should any questions arise about this analysis, they will be promptly answered.

Your early approval of this design is requested.

FET:JTS:tb-ge
Attachments

bc H. S. Coulter
E. S. Hunter
J. H. Versteeg
J. T. Scofield
J. J. Gix

RECEIVED
STATE HWY ENGR
JAN 27 '83
REFER TO
FOR
Info Inves R/D D/R Sign Act File

98 N

OREGON STATE HIGHWAY DIVISION
Location Unit
Surfacing Design Group

Section: Goshen - Cottage Grove
Highway: Pacific #1
County: Lane
Prefix: 620-1965
Project Manager: D. W. Greene

Date January 21, 1983
Twenty year Traffic Coefficient 12.9
18 kip s.a. per day Flexible - 2,210
Rigid - 2,670
R Value 8
Frost Penetration ---
CBE Total Requirement 42.0"

STRUCTURAL SECTION
NEW WORK

ACTUAL THICKNESS	COMPONENT	CREDIT
	Outside Lane - 13 feet wide	
9.0"	Continuously Reinforced P.C.C. pavement	
8.0"	Treated Base	
	Existing Roadway	
	Inside Lane and Shoulders - 25 feet wide	
2.0"	Asphaltic Concrete plus 1.0" allowance for leveling.	
	Dig Outs - Inside Lane and Shoulders	
5.0"	Asphaltic Concrete	10.0"
12.0"	Treated Base	22.0"
17.0"		32.0"

1.0" Asphaltic Concrete Wearing Surface & Base = 2.0" Aggregate Base
1.0" Cement Treated Base = 1.8" Aggregate Base
1.0" Plant Mix Bituminous Base = 1.8" Aggregate Base
1.0" Emulsion Treated Wearing Surface & Base = 1.8" Aggregate Base
1.0" Oil Mat = 1.8" Aggregate Base
1.0" Cement Treated Existing Roadway Material = 1.5" Aggregate Base
1.0" Lime or Cement Treated Subgrade = 1.0" Aggregate Base
1.0" Aggregate Subbase = 0.8" Aggregate Base

Above Factors apply to materials that comply with Standard Specifications and Special Provisions.

The thickness of C.R.P.C.C. pavement was determined by the P.C.A. stress analysis procedure.

The overlay thickness for the inside lane was determined by deflection information.

F.H.W.A.
Location Engineer
Construction Engineer
Materials
Region Engineer
Project Manager
Specifications Engineer
Final Design Engineer
Regional Geologist

ION Goshen - Cottage Grove HIGHWAY Pacific #1
TY Lane DATE January 21, 1983

ide Lanes Only Inside Lanes **Credits**
Safety Factor 1.3 "R" Value 10 C.R.P.C.C. 9.0"
ase Depth --- C.T.B.Depth 8.0" C.T.B. 8.0"
lues: Basement 70 Subbase ---- CTB 325
ressive Strength
lu of Rupture (M.R.) 525 Total Depth CRPCC 9.0"

Axle Load x L.S.F. Kips	Stress P.S.I.	Stress Ratio $\frac{\text{Stress P.S.I.}}{\text{M.R.}}$	Allowable Repetitions No.	Estimated Repetitions No.	Fatigue Resistance Used
SINGLE AXLE LOADS					
45.5	326	0.62	18,000	210	1
44.2	323	0.61	24,000	400	2
41.6	309	0.59	42,000	400	1
39.0	294	0.56	100,000	2660	3
36.4	281	0.54	180,000	2660	1
33.8	262	0.50	-------	----	--
31.2	250	---			
28.6	---				
26.0	---				
23.4	---				
TANDEM AXLE LOADS					
65.0	302	0.575	66,000	1420	2
62.4	295	0.56	100,000	2000	2
59.8	281	0.535	210,000	6440	3
57.2	272	0.52	300,000	16940	6
54.6	260	0.50	-----	---	--
52.0	250	---	---		
49.4	---				
46.8	---				
44.2	---				
41.6	---				
39.0	----				
36.4	---				

Total % Fatigue Used 21

CTION Goshen - Cottage Grove HIGHWAY Pacific #1

UNTY Lane DATE January 21, 1983

le ad ps	2 Axle TADT = 438		3 Axle TADT = 288		4 Axle TADT = 125		5 Axle TADT = 2950		6 Axle TADT = 200		Total 20-Year Repetitions
	Const.	Rep.	Const.	Rep.	Const.	Rep.	Const.	Rep.	Const.	Rep.	
					SINGLE AXLE						80%
36							0.09	266			210
34							0.17	502			400
32			---	----	---	----	0.17	502	---	----	400
30			0.17	49	1.01	126	0.10	295	14.3	2,860	2,660
28	---	----	0.17	49	1.01	126	0.10	295	14.3	2,860	2,660
26	0.49	215	0.69	199	1.51	189	0.10	295	28.7	5,740	5,310
24	1.75	767	0.34	98	3.72	465	0.44	1,298	---	----	2,100
22	5.91	2,589	5.49	1,581	18.6	2,325	6.28	18,526	27.4	5,480	24,400
20	164	71,832	501	144,288	798	99,750	482	1,421,900	1302	260,400	1,598,540
18	228	99,864	736	211,968	874	109,250	2060	6,077,000	1656	331,200	5,463,430
					TANDEM AXLE						
[illegible]			0.55	158			0.55	1,623	---	----	1,420
[illegible]			0.55	158	---	----	0.55	1,623	3.57	714	2,000
46			---	----	0.50	63	1.50	4,425	17.8	3,560	6,440
44			1.10	317	---	----	1.75	5,163	78.5	15,700	16,940
42			1.72	495	3.52	440	3.80	11,210	99.9	19,980	25,700
40			2.74	789	5.66	708	18.1	53,395	104	20,800	60,550
38			3.09	890	9.09	1,136	114	336,300	139	27,800	292,900
36			16.8	4,838	12.1	1,513	373	1,100,350	203	40,600	917,840
34			119	34,272	58.3	7,288	1556	4,590,200	371	74,200	3,764,770
32			136	39,168	145	18,125	1860	5,487,000	425	85,000	4,503,430
30			61.7	17,770	220	27,500	442	1,303,900	462	92,400	1,153,260
28			61.7	17,770	220	27,500	597	1,761,150	462	92,400	1,519,060
26			61.7	17,770	220	27,500	597	1,761,150	462	92,400	1,519,060

TRAFFIC ANALYSIS

Rigid Pavement - Rural Interstate

SECTION: Goshen - Cottage Grove

HIGHWAY: Pacific #1

COUNTY: Lane

22,000 Present ADT (19 83)

14.5 Percent Trucks

AXLES	*TWO WAY TRUCK ADT*	20 Year *EXPANSION FACTOR*	*TOTAL TADT*	*MEAN TADT*	P.C.C. *ANNUAL ONE WAY 18 kip s.a.*	*AVERAGE ANNUAL 18 kip s.a.*
2	350	1.5		438	40	17,520
3	230	1.5		288	100	28,800
4	100	1.5		125	115	14,375
5	2360	1.5		2950	370	1,091,500
6	160	1.5		200	325	65,000
					TOTAL	

18 kip s.a./day 3330

TOTAL AVERAGE ANNUAL 18 kip s.a. 1,217,200

TWENTY YEAR 18 kip s.a. 24, 344,000

Design Lane 18 Kip EAL's (80%) 19,475,000

Design Lane 18 Kip EAL's/day 2,670

TRAFFIC ANALYSIS
Flexible Pavement

SECTION: Goshen Cottage Grove

HIGHWAY: Pacific #1

COUNTY: Lane

22,000 Present ADT (19 83)

14.5 Percent Trucks

AXLES	*TWO WAY TRUCK ADT*	20 Year *EXPANSION FACTOR*	*TOTAL TADT*	*MEAN TADT*	*ANNUAL ONE WAY 18 kip s.a.*	*AVERAGE ANNUAL 18 kip s.a.*
2	350	1.5		438	36.5	15,987
3	230	1.5		288	119.5	34,416
4	100	1.5		125	157.0	19,625
5	2360	1.5		2950	296.0	873,200
6	160	1.5		200	325.0	65,000
					TOTAL	

18 kip s.a./day	2760
TOTAL AVERAGE ANNUAL 18 kip s.a.	1,008,228
TWENTY YEAR 18 kip s.a.	20,165,000
TRAFFIC COEFFICIENT	12.9
TRAFFIC COEFFICIENT (Inside Lane)	10.9

PRELIMINARY SURFACING DESIGN
COST ANALYSIS

Project: Goshen - Cottage Grove
Highway: Pacific #1
Length of Project: 13.3 miles **PMS No.**
Date: January 25, 1983
County: Lane
Prefix: 620-1965

ADT 22,000 **% Trucks** 14.5
Traffic Coefficient 12.9 (10.9 inside lane)
Soil R Value 8
18 Kip EALs/day Flexible - 2760 Rigid - 3330
Design Period Twenty years
CBE Required 42.0"

Widening - New Work (Dig outs @ Bridge **Width** ends & under structures)		**Overlay/Rehab. of Existing Pavement Width** 38'±	
Alternate No. 1	**Thickness**		**Thickness**
A.C. Wearing Surface & Base	5.0"	A.C. Wearing Surface and Base - Class "B"	5.0"
Cement Treated Base	18.0"	Additional allowance for leveling	1.0"
or/Early Set P.C.C.	13.0"		
Cost $ 7,000,000			
Alternate No. 2	**Thickness**		**Thickness**
13' wide P.C.C. Inlay - Continuously Reinforced P.C.C. pavement	9.0"	- Inside lane & shoulders	25'±
Treated Base	8.0"	A.C. Wearing Surface	2.0"
		Additionalallowance for leveling	1.0"
Cost $ 6,050,000			
Alternate No. 3	**Thickness**		**Thickness**
Cost $			

Remarks - Surfacing Design Engineer: The Continuously Reinforced Portland Cement Concrete Inlay option is being recommended for this project. This recommendation is based on the following factors:
(1) Lower Life Cycle Cost.
(2) Requires very little adjustment of guardrail and structures.
(3) Greater opportunity to recycle existing surfacing materials in this project.
(4) Performance of CRPCC pavements on Oregon's Interstate System has been excellent.
(5) The CRPCC Inlay is a concept which Oregon has not tried. This is an excellent location to try it.

Recommendations:

cc: Location
Final Design Engineer
Region Engineer
Region Geologist
Project Manager

Surfacing Design Engineer

SURFACING DESIGN REMARKS

This is an Interstate 4R project to rehabilitate the southbound lanes of Interstate 5 from Goshen to Cottage Grove. This section has an asphaltic concrete surface placed on an aggregate base and subbase. The section has been experiencing considerable fatigue failures which are partly the result of contamination of the base from the fine-grained subgrade soils.

Alternate No. 1

Alternate No. 1 is for an A.C. overlay of 5 inches and would include an allowance of one inch of A.C. for leveling. The overlay thickness is based on projected traffic loadings and deflection information. Because much of the weakness in the structural section is due to contamination of the aggregate base and subbase, removal and recycling of the existing A.C. surfacing in this section would not be feasible.

It is estimated that Alternate No. 1 would require a two inch A.C. overlay at approximately ten years from the date of this project. This interim overlay would be needed to eliminate rutting due to wear in the outside lane.

Alternate No. 2:

This alternate is for the construction of a 13 foot wide Continuously Reinforced Portland Cement Concrete inlay in the outside lane. The Continuously Reinforced P.C.C. pavement would be nine inches thick and would have an eight inch thick Treated Base. Two inches of Asphaltic Concrete would be placed over the inside lanes and shoulder to match the finished grade of the concrete pavement.

The excavation and removal of the existing surfacing from the outside lane should include saw-cutting the edges on the A.C. to provide a uniform edge on the excavation. The Treated Base and the Continuously Reinforced P.C.C. pavement should be placed against the edge of the excavation with the top two inches, only, of the P.C.C. pavement having a slip-formed edge. The 13 foot width on the P.C.C. pavement was established to minimize the effect of edge loadings. This design assumes that the center line stripe will be placed on the P.C.C. pavement and that the fog line will be placed on the P.C.C. pavement approximately six inches in from the edge of the pavement.

The design was based on the Portland Cement Association Stress Analysis Method. The design will be adequate to handle edge loadings on the edge adjacent to the inside lane. With the P.C.C. poured against the excavated existing roadbed, joint faulting should not be a problem. The number of axles crossing the center line joint, at any specific point, should not cause a significant amount of stress. Edge loadings are more of a concern, when the lane width is substandard, and most of the trucks drive on the outside edge.

Because this section is currently a crown section with the high point at the center line, drainage at the joint between the two lanes should not be a problem. Sub-drainage should be included in the horizontal curves where supers will cause water to drain across the road and across the joint between the P.C.C. and A.C. pavements.

Alternate No. 2 should provide a service life of twenty years without any interim rehabilitation required.

PAVEMENT TYPE SELECTION

PRINCIPLE FACTORS GOVERNING SELECTION

(1) Traffic Classification: The current ADT of the southbound lanes is approximately 11,000 of which 14.5% are trucks. The average number of trucks per day for the southbound lanes during the twenty year design period, is estimated to be 1,870 of which 1,475 are 5-axle trucks. The average number of 18 Kip Equivalent Axle Loads per day in the outside lane where the twenty year design period is estimated to be 2,200 for flexible pavements and 2,670 for P.C.C. pavements. The effect of individual truck loadings is different for flexible pavements and rigid pavements. The design traffic coefficient for flexible pavements for this section is 12.9.

(2) Soil Characteristics: The predominate subgrade soil for this section is silty clay with an R value of approximately 8.

(3) Climate: The Average Annual Rainfall is approximately 45 inches. The climate is moderate and frost penetration is not a design consideration.

The average number of days per year with temperatures at or less than 32° Farenheit is approximately 50. This is not considered to be a snow or ice zone. Of the 50 days per year with temperatures at or less than 32° Farenheit, a considerable number would be during periods when the pavement is dry and icy conditions do not exist. Of the 50 days with temperatures of 32° Farenheit or less, many would have temperatures low enough, that both lanes would be below freezing. The number of periods in an average year in which the outside lane might be bare and the inside lane with the lighter colored pavement might be frozen or icy is estimated to be less than 10. The horizontal alignment of this section is very straight with only 3 curves in the entire project. The vertical alignment also is quite flat, therefore, having an A.C. surfaced travel lane adjacent to a P.C.C. travel lane should not be a significant factor.

(4) Construction Considerations: Alternate No. 1, includes guardrail adjustment and raising 5 structures.

Alternate No. 2 requires, shifting traffic to the northbound lanes. No adjustment of structures or guardrail would be required. Finish grades will be established to fit all existing structures. With traffic shifted to the northbound lanes, grade adjustments at structures can be accomplished in one operation.

(5) Recycling: Initial Project: Alternate No. 1, has no opportunity for recycling. All of the existing surfacing material is needed, in its present position.

Alternate No. 2 will involve recycling. The material removed from the outside lane may be recycled into Bituminous Base, or into the A.C. surfacing, under our permissive recycling specification. The existing base could possibly be used in C.T.B., if care was exercised in removing it.

Future: The potential for future recycling for Alternate No. 2 is limited. The C.R.P.C.C. has virtually no potential for recycling.

The surfacing materials in Alternate No. 1 have good potential for future recycling.

(6) Cost Comparisons:

Alternate No. 1

Initial Project = $5,750,000
2nd Stage @ 10 Years = $1,250,000

Total Life Cycle Cost = $7,000,000

Alternate No. 2

Initial Cost = $6,050,000

Total Life Cycle Cost = $6,050,000

It is estimated that the rehabilitation requirement at the end of th twenty year service life is equal for both alternates.

SECONDARY FACTORS GOVERNING SELECTION

(1) Performance of similar pavements in the area: Both A.C. & P.C.C. surfacings have provided satisfactory service in this area. The northbound lanes on this section are P.C.C. The existing P.C.C. pavements in this area are generally 8 inches thick with untreated aggregate bases. These jointed pavements have provided approximately 20 years of service, and have carried more than the anticipated number of trucks.

(2) Adjacent existing pavements to the north and south in the southbound lanes are A.C. The northbound lanes from Goshen to Cottage Grove are P.C.C.

(3) Conservation of Materials and Energy: Total material requirements for the two alternates for the 20 year service life are about equal. Alternate No. 2, has the potential to recycle some of the existing material, thus utilizing less new aggregates.

Energy requirements for the two alternates would be about equal.

(4) Availability of Local Materials or Contractor's Capabilities: Suitable local materials are available for either alternate. Local contractor's are capable of constructing either alternate, with the possible exception of the C.R.P.C.C. pavement. P.C.C. pavement construction on recent projects has been by out-of-state contractors.

(5) Traffic Safety (Finished Project): Both alternates will provide a good safe surface. Alternate No. 1 will require an additional overlay at approximately 10 years, in order to maintain a safe driving surface.

(6) Incorporation of Experimental Features: Although this is not considered to be an experimental feature, we have not constructed a P.C.C. inlay in Oregon. Because most distress on freeway sections is in the outside lane, P.C.C. inlays have the potential for being a very cost effective rehabilitation strategy.

(7) Stimulation of Competition: Both alternates would stimulate competitive bidding. Alternate No. 2, has the potential for alternate bids for Treated Base.

(8) Municipal and Local Government Preference and Recognition of Local Industry: This is a Rural Interstate Project, and this is not a significant consideration.

I-5

ROAD DESIGN SECTION 378-6558

DES 16

J. H. Versteeg
Road Design Engineer

Janauary 10, 1983

D. R. Adams, P.E.
Final Design Engineer

Goshen-Cottage Grove Section
Pacific Highway
Lane County

Versteeg
Anderson
Adams
Olson
Sullivan
Terpin
Trout
Wakerlig

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Estimates have been prepared for three alternate plans on the subject section.

Original field estimate of 5" AC overlay full width.

Cost: $6,939,000.

Alternate removing right lane and replacing with 10" AC surfacing and a 2" overlay of the left lane.

Cost: $7,081,000.

Alternate removing right lane and replacing with 10" PCC surfacing and a 2" overlay of the left lane.

Cost: $7,689,000.

All above estimates contain the field proposals for structure revision, guardrail, etc.

We will prepare plans on whichever alternate is selected.

DNS:rlr

I-5 N

STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO
DES 16

TO: MEMO TO THE FILE

DATE: December 21, 1982

FROM: Don Stoudenmeyer
Don Stoudenmeyer
Design Engineer Supervisor

SUBJECT: Goshen-Cottage Grove
Pacific Highway (I-5)
Lake County

1 Versteeg ✓
Anderson
2 Adams
Olson
3 Sullivan
Terpin
Trout
Wakeling

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On December 15, 1982 Dick Fleming and I reviewed the project in the field with Larry Lindley from Doug Greenes' office.

From Beginning of Project, MP 188.3 to Hill Creek Slough structure at MP 182.6, the existing pavement appears basically sound with very little alligatoring. An occasional hole exists where the A.C. wearing course has broken away from the Base Course. These appear to be through the top layer only. The lanes were overlayed in 1966 plus frequent maintenance patching.

Between MP 182.6 to the End of Project, MP 174.8 about 20 separate areas have pavement alligatoring. Two areas, MP 182 to MP 181, five soft spots and MP 178 to MP 176, seven soft spots, appear to be the worst areas within the project, all of which are in the outside travel lane. Digging out and replacing the bad areas should definitely be considered.

Concrete Barrier at undercrossing structures, installed in 1973, is in good condition, with one exception. Concrete changing to metal at Creswell Interchange was installed earlier and should be replaced. Barrier has vertical exposure at the bottom. Tapering overlay on the shoulder at Concrete Barrier locations might be o.k. without adjusting.

Guard Rail installed on median shoulder overcrossing structures in 1973, is in fair condition with some damage at Bridge Connections. Guard Rail installed on outside shoulder in 1975 is in good condition with minor damage. Guard Rail is set with 2 ft. offset which is not paved. Shoulder paving should be extended to the Face of Rail.

A grade change was proposed to lower the grade at Peebles Road undercrossing structure in lieu of raising the structure to obtain 16ft. clearance. A cost comparison for raising this structure should be examined. It appears raising of the ramps could be accomplished without any major problems.

We thought we might get away with a lessor overlay depth than 5" as proposed, but in talking with Scofield, we learned that the 5" is necessary for projected traffic. Maybe we could taper the shoulder overlay so the guardrail would not have to be raised.

We will proceed with the plans when a decision has been made for the base design.

CC: D. R. Adams
J. H. Versteeg
Dick Fleming
Doug Greene
Bud Shirley

DS:kg

Contains Recycled Materials

9630 7

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IR-5-3(123)175

2. STATE PROJECT NO.: See below

2A. COUNTY NAME: Lane

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 20052

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
3/15/82	Interstate 5	Primary 1

10. GENERAL LOCATION:

Goshen - Cottage Grove Section
O'LAY (S.P. LNS., INT

11. GENERAL DESCRIPTION OF WORK

Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION TEC $77,200 - F.F. $71,193
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Swan's PEA dated 3/8/82.

[illegible] '82
REFER TO Moehring

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
3/15/82	R. K. Hoosner	for Division Administrator

FORM PR [illegible] PREVIOUS EDITIONS [illegible]

I-5N

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

DATE

PREFIX

1 - IDENTIFICATION

PROJECT NAME: Goshen-Cottage Grove (southbound lanes only)

HIGHWAY NAME: Pacific

HIGHWAY NUMBER: 1

REGION: 3

ADMINISTRATIVE DISTRICT: 5

COUNTY: Lane

CITY:

LENGTH: 13.3

MILEPOST NUMBER: 174.7 TO 188

☒ RURAL ☐ URBAN

LOCAL GOVERNMENT PROJECT? ☐ YES ☒ NO

IF YES, UNIT OF GOVERNMENT:

TYPE OF FUNDS: ☒ FAI ☐ FAP ☐ FAS ☐ STATE ☐ FAUS ☐ OTHER

METHOD OF CONSTRUCTION: ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK: ☒ GRADING ☒ PAVING ☒ STRUCTURE ☐ SIGN ☐ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

PROJECT DESCRIPTION

To prepare plans, specifications and cost estimate to overlay the southbound lanes. The existing section is the old crown section. Also includes guardrail adjustment and waterproofing on 11 bridges, raise one structure - Peebles Rd., M.P. 186.43. Install perf pipe in localized areas adjacent to P.C.C. northbound lanes, jack and repair P.C.C. northbound lanes.

14-07 present

raise to 16' ?

Overlay only four feet of the Southbound left-hand shoulders.

1 Versteeg ✓
Anderson
2 Adams
3 Olson
Sullivan
Terpin
Trout
4 Wakerlig

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2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME): 11,500 1980 S.B. only

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME):

LEVEL OF SERVICE	A	B	C	D	E	F
EXISTING	☐	☒	☐	☐	☐	☐
PROPOSED	☐	☒	☐	☐	☐	☐

DESIGN SPEED (MPH): 55

DESIGN STANDARDS: 4R

TRAFFIC ANALYSIS: ☐ LIGHT ☒ MEDIUM ☐ HEAVY

APPROVED
Frank E. Terpin
Location Engineer
Date 2/4/82

REFERRED TO
Beard
Stoudenmeyer
Cole
Mann
Eriksen
Watson FW
Hager
Dorn
Leu
Return Discuss Do [✓ File Copy] Due
BY FINAL DESIGN ENGINEER

FORM 734-1730 (12-78) Page 1

3 - FEATURES	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH
TRAVEL LANES	2 @ 12' S.B. only	2 @ 12' S.B. only
SHOULDERS	1 @ 10', 1 @ 6'	1 @ 10', 1 @ 6' S.B. Only
MEDIANS		——
PARKING LANES		——
SIDEWALKS		——
BIKEWAYS		No Bikeways desiginated. Bikes may use shoulders.
INTERCHANGES	3 - 2 ramps	same
OTHER:	rest area - 2 ramps	same

	YES	NO	MAYBE		YES	NO	MAYBE
Channelization	☐	☒	☐	Right of Way (cont.) Improvements	☐	☒	☐
Frontage Roads	☐	☒	☐	Access Control	☐	☒	☐
Traffic Signals	☐	☒	☐	Railroad Crossing	☐	☒	☐
Signing	☐	☐	☒	At Grade	☐	☒	☐
Illumination	☐	☒	☐	Separated	☐	☒	☐
Structures membrane	☒	☐	☐	Railroad Encroachment	☐	☒	☐
Stage Construction	☒	☐	☐	Permits	☐	☐	☒
Pedestrian Crossing	☐	☒	☐	Conditional Use	☐	☒	☐
Rest Area	☐	☐	☒	Flood Plain	☐	☒	☐
Truck Scale Site	☐	☒	☐	Irrigation District	☐	☒	☐
Landscaping	☐	☒	☐	Water District	☐	☒	☐
Drainage	☐	☐	☒	Drainage District	☐	☒	☐
River ______	☐	☒	☐	Div. of State Lands	☐	☒	☐
Stream ______	☐	☒	☐	Dept. of Geology & Min. Ind.	☐	☒	☐
Storm Sewer	☐	☐	☒	Corps of Engineers	☐	☒	☐
Sanitary Sewer	☐	☒	☐	Coast Guard	☐	☒	☐
Right of Way	☐	☒	☐	DEQ NPS Air Pollution	☐	☐	☒
Simple Acquisition	☐	☒	☐	DEQ NPS Water Pollution	☐	☒	☐
Complex Acquisition	☐	☒	☐	Building	☐	☒	☐
Relocations	☐	☒	☐	Fish & Wildlife Approval	☐	☒	☐

3 - FEATURES

	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH
TRAVEL LANES	2 @ 12' S.B. only	2 @ 12' S.B. only
SHOULDERS	1 @ 10', 1 @ 6'	1 @ 10', 1 @ 6' S.B. Only
MEDIANS		—
PARKING LANES		—
SIDEWALKS		—
BIKEWAYS		No Bikeways desiginated. Bikes may use shoulders.
INTERCHANGES	3 - 2 ramps	same
OTHER:	rest area - 2 ramps	same

	YES	NO	MAYBE		YES	NO	MAYBE
Channelization	☐	☒	☐	Right of Way (cont.) Improvements	☐	☒	☐
Frontage Roads	☐	☒	☐	Access Control	☐	☒	☐
Traffic Signals	☐	☒	☐	Railroad Crossing	☐	☒	☐
Signing	☐	☐	☒	At Grade	☐	☒	☐
Illumination	☐	☒	☐	Separated	☐	☒	☐
Structures membrane	☒	☐	☐	Railroad Encroachment	☐	☒	☐
Stage Construction	☒	☐	☐	Permits	☐	☐	☒
Pedestrian Crossing	☐	☒	☐	Conditional Use	☐	☒	☐
Rest Area	☐	☐	☒	Flood Plain	☐	☒	☐
Truck Scale Site	☐	☒	☐	Irrigation District	☐	☒	☐
Landscaping	☐	☒	☐	Water District	☐	☒	☐
Drainage	☐	☐	☒	Drainage District	☐	☒	☐
River ____	☐	☒	☐	Div. of State Lands	☐	☒	☐
Stream ____	☐	☒	☐	Dept. of Geology & Min. Ind.	☐	☒	☐
Storm Sewer	☐	☐	☒	Corps of Engineers	☐	☒	☐
Sanitary Sewer	☐	☒	☐	Coast Guard	☐	☒	☐
Right of Way	☐	☒	☐	DEQ NPS Air Pollution	☐	☐	☒
Simple Acquisition	☐	☒	☐	DEQ NPS Water Pollution	☐	☒	☐
Complex Acquisition	☐	☒	☐	Building	☐	☒	☐
Relocations	☐	☒	☐	Fish & Wildlife Approval	☐	☒	☐

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING
AC leveling		1"
AC wearing surface (overlay)	5"	5"
AC wearing surface (future)	1½"	1½"

7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	100,000	77,200
RIGHT OF WAY		
TRAFFIC CONTROL	120,700	400,000
ILLUMINATION		
STRUCTURES Dense concrete overlay, raise Peebles Rd. structure	500,000	570.000
RAILROAD		
ROADWAY	3,900,900	3.900.900
OTHER		
ENGINEERING & CONTINGENCIES	1,130,400	1,130.400
PROJECT TOTAL	5,752,000	6.078 500

SUBMITTED BY

3 - FEATURES (cont.)

	YES	NO	MAYBE		YES	NO	MAYBE
Agreements (City-County Etc.)	☐	☒	☐	Hydraulics Study	☐	☒	☐
Environmental Assessment	☐	☒	☐	Soils Investigation NB lanes	☒	☐	☐
Statewide Assessment	☒	☐	☐	Airport Clearance	☐	☒	☐
Negative Declaration	☐	☒	☐	Economic Analysis	☐	☒	☐
Environmental Impact Statement	☐	☒	☐	Requires Field Survey	☒	☐	☐
4-F Statement	☐	☒	☐	Old Survey Available	☐	☒	☐
Citizen Advisory Committee	☐	☒	☐	Requires Vicinity Map	☐	☒	☐
Public Hearing ______	☐	☒	☐	Requires Photogrammetry	☐	☒	☐
Borrow Source	☐	☒	☐	Requires Reconnaissance Survey	☐	☒	☐
Material Source	☐	☐	☒	Reconnaissance Available	☐	☒	☐
Utilities	☐	☒	☐	Design Review	☐	☒	☐

Type ______________________

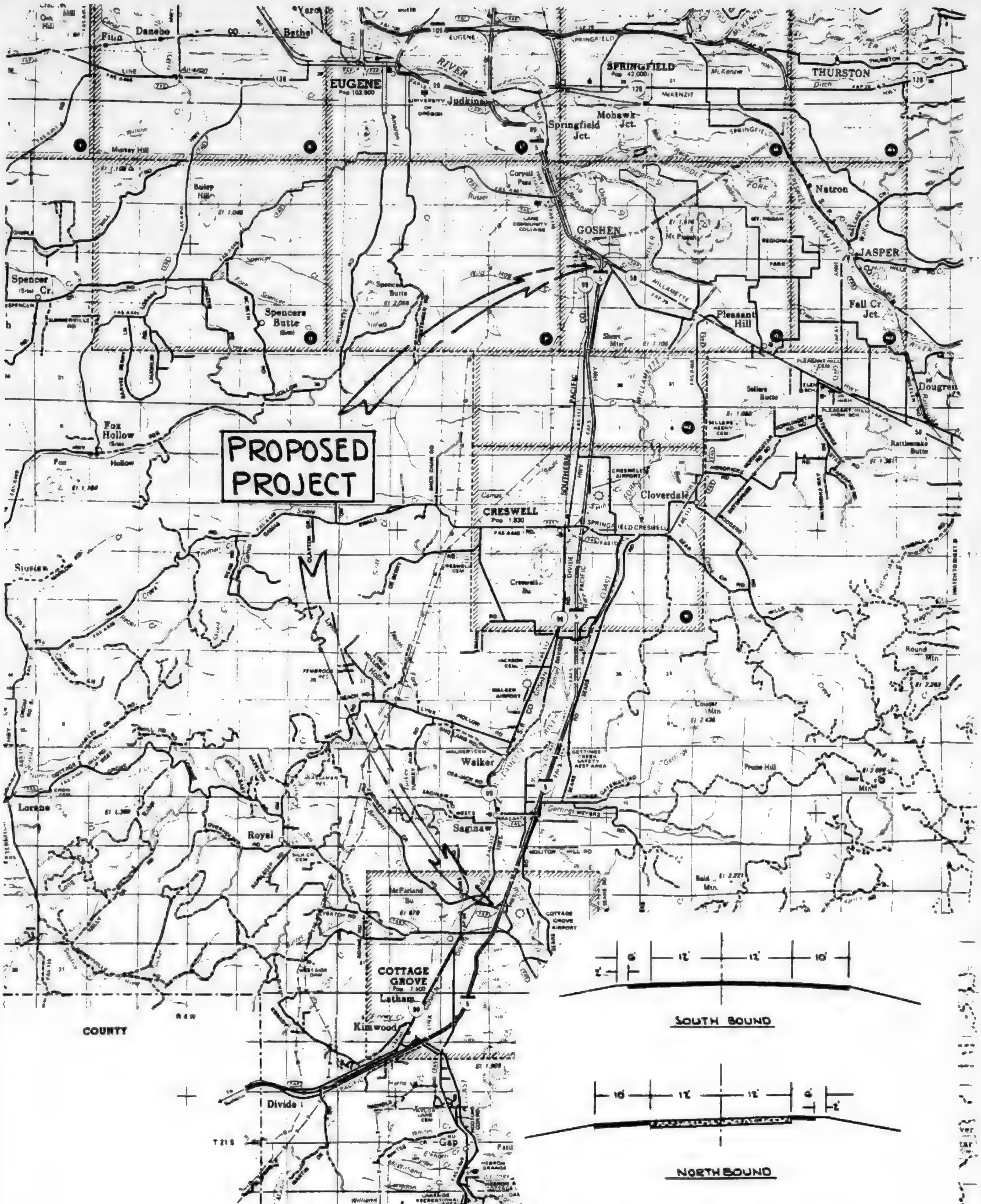
4 - WORK ITEMS

		TO BE PERFORMED BY	
	APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☐	☒	☐
RIGHT-OF-WAY N/A	☐	☐	☐
CONSTRUCTION ENGINEERING	☐	☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	—
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	—
CORRIDOR APPROVAL	( )	—
FIELD SURVEY	(6)	4 mos.
PRELIMINARY DESIGN	( )	—
DESIGN APPROVAL/FINAL EIS	( )	—
RIGHT-OF-WAY DESCRIPTIONS	( )	—
RIGHT-OF-WAY ACQUISITION	( )	—
P.S. & E. DOCUMENTS	( )	4

RECOMMENDED CONSTRUCTION DATE ____________ (Region) ____________ (Salem)


PROPOSED PROJECT
EUGENE
SPRINGFIELD
THURSTON
Springfield Jct.
Mohawk Jct.
GOSHEN
JASPER
Pleasant Hill
Fall Cr. Jct.
Dougren
Natron
Spencers Butte
Fox Hollow
CRESWELL
Cloverdale
Walker
Saginaw
Lorane
Royal
COTTAGE GROVE
Latham
Kimwood
Divide
Gap
Dorena
COUNTY
6'
12'
12'
10'
2'
SOUTH BOUND
10'
12'
12'
6'
2'
NORTH BOUND
EXISTING TYPICAL SECTION

9638

I 5 N

STATE OF OREGON
HIGHWAY DIVISION - LOCATION UNIT

INTEROFFICE MEMO
LOC 11 -(1)

TO: FILES

DATE: January 22, 1982

FROM: Frank E. Terpin, PE, PLS
Location Engineer

F.E.T.

SUBJECT: ~~Goshen-Cottage Grove Section~~
Pacific Highway
Lane County

✓ Versteeg ✓
Anderson A
✓ Adams
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
JAN 25 1982
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

An alternative proposed in the Location Prospectus to replace the existing crown section in the southbound lanes with a shed-roof section has been reviewed by the Location Unit.

It has been determined that the alternative should not be pursued in the project development but that plans for a straight overlay of the existing section be prepared.

Some reasons cited for this decision are:

1) Lack of preceived need to replace the crown section with a shed-roof section.

2) Additional cost of the project.

3) Problems associated with cold-planing the right-hand lane, recycling with the addition of emulsified asphalt and placing the resulting mix in the left-hand lane.

See attached comments by John Scofield.

REFERRED TO

FET:ge
Attachment

cc J. H. Versteeg
A. Shirley, Jr.
C. T. Keasey
J. T. Scofield

Contains Recycled Materials
81-125-1387

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
January 20, 1982

FILE:

FROM: John T. Scofield, P.E.
Surfacing Design Engineer

SUBJECT: Southbound Lanes
Goshen - Cottage Grove Sec.

TO: Frank Terpin, P.E.
Location Engineer

Concerning our conversation this morning about the possibility of planing off some of the existing A.C. on this section of I-5, and recycling it back to build up the inside lane, I offer the following comments:

1) Using recycled A.C. in a emulsion treated road mix to remove the crown and build a "shed-roof" section would not be advisable. The 8"± of cold mix on the inside would probably take a long time to cure. The recycled mix would not be open-graded enough to cure rapidly (release the water).

2) We have not done any cold mix recycling like this recently. Any experimentation with a process like this should be on a highway with a low traffic volume, not on I-5.

3) A hot mix recycling process would probably be feasible. Cold planed material would be hauled to a plant and blended with new rock and asphalt. This mix has much the same curing requirements as a normal virgin hot mix.

4) Whether 2" of the existing surfacing in the outside lane can be removed and replaced with 4" of new A.C. would have to be determined by an engineering analysis.

JTS:tb

RECEIVED
JAN 21 1982
LOCATION SECTION

NOTED
F. E. TERPIN

1983 Tillamook-Fogarty Creek 9639
Sec. of the Oregon Coast Hwy. beginning
in Tillamook. (Guard Rail Installation)

rll

cc: OSHD (Coulter)

US Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 2	COUNTY Tillamook & Lincoln	DIVISION Oregon
DATE OF REPORT 1/29/85	REPORT MADE BY W. H. Kappus, Area Engineer		PROJECT NO. F-2-4(12)
COMPLETION DATE (Actual) 10/21/83	ACCEPTANCE DATE BY CONRTACT AGENCY 11/19/84	TIME ELAPSED 100 %	CONTRACT TIME 144 CD

LOCATION

SEE BELOW

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

TILLAMOOK - FOGARTY CREEK
OREGON COAST HIGHWAY
Guardrail Installation

This project provided for the general upgrading of guardrail protection throughout this section (55.7 miles) of the Oregon Coast Highway. Work included replacement of substandard existing guardrail, addition of breakaway cable terminals, bridge end guardrail installation and installation of additional new guardrail.

The final project cost overran by approximately 3 percent.

A final inspection of the completed project was made October 26, 1983.

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
FEB 5 '85
REFER TO
Cy Fredrickson 2/6
FOR
Info Invest R/D D/R Sign Act File

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE W. H. Kappus Original Signed By WILLIAM H. KAPPUS Area Engineer		SIGNATURE G. K. Hossner Original Signed by G. K. HOSSNER Field Operations Engineer	
TITLE Area Engineer	DATE 2/4/85	TITLE Field Operations Engineer	DATE 2/5/85

November 26, 1984

United Pacific Insurance Co.
Bond Department
33405 8th Ave. So. C-3000
Federal Way, WA 98003

CON 5
#9639

Gentlemen or Ladies:

On November 5, 1984, we wrote to you concerning release of final payment on Contract No. 9639 awarded to Dirt & Aggregate Interchange, Inc. for guardrail installation on the Tillamook-Fogarty Creek Section of the Oregon Coast Highway in Lincoln and Tillamook Counties.

Final payment on this contract is $910.26. The total contract amount is $351,703.29 including $11,705.65 for work performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm
cc: Dirt & Aggregate Interchange, Inc.
20905 NE Sandy Blvd.
Troutdale, OR 97060

bc: C. O. Fredrickson
Walt Hart
Duane Christensen

[illegible]

DIRT & AGGREGATE INTERCHANGE, INC.

GENERAL CONTRACTORS
20905 N.E. SANDY BLVD., • TROUTDALE, OREGON 97060
(503) 661-5093

April 2, 1984

DEPARTMENT OF TRANSPORTATION
Transportation Building
Salem, Oregon 97310

ATTENTION: Robert W. Gormsen
Commission Services

RE: Tillamook-Fogarty Creek, O.S.H.D. No. 9639
Jordan Creek-McNamer's Camp, O.S.H.D. No. 9516
Your File No. CON 5 #9639

Gentlemen:

Enclosed herewith is a copy of the cancelled check we remitted to Coast Wide Redi Mix for the material they supplied to both of the above referenced projects, $1,773.75 for O.S.H.D. # 9639 and $6,300.00 for O.S.H.D. # 9516. As you can see, by endorsement of this check, Coast Wide Redi Mix acknowledged payment in full and released all their lien rights to both of the referenced projects.

After reviewing this matter, our attorneys have advised us that Coast Wide Redi Mix has no further claim. Unless we hear from you in 15 days to the contrary, we will assume that you concur with our attorneys.

Bob - do we need to answer this letter? Fran

Very truly yours,

DIRT & AGGREGATE INTERCHANGE, INC.

Richard H. Pelfrey

Richard H. Pelfrey
Contract Administrator

4/10/84
Bob called them
Fr

RHP/glp

Enclosure

cc: United Pacific Insurance Co.
K L & K Associates, Inc.

RECEIVED
APR 5 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

We are a minority owned business enterprise.

1457 F

March 16, 1984

Coast Wide Ready Mix
PO Box 8
Tillamook, OR 97141

CON 5
#9639

Attention: Ed Werner, Jr.

Gentlemen:

Thank you for your letter of March 6, 1984, informing us that you have received $8,073.75 from Dirt and Aggregate Interchange, Inc.

You state this is in reference to the Dirt and Aggregate Interchange, Inc., Contract No. 9639 for work on the Tillamook-Fogarty Creek Section of the Oregon Coast Highway in Lincoln and Tillamook Counties.

Please advise us when you receive the remainder of your claim in the amount of $257.82.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

cc: Dirt and Aggregate Interchange, Inc.
20905 NE Sandy Blvd.
Troutdale, OR 97060

United Pacific Insurance Co.
Bond Department
33405 8th Ave. So. C-3000
Federal Way, WA 98003

FKN:kjm

NOTED ON CARD
3-16-84 gjm

COAST WIDE READY MIX
Covering Tillamook County
842-4437
P. O. BOX 8
TILLAMOOK, OREGON 97141
FRONT & ELM

March 6, 1984

In Re:
File No.:
CON 5
#9639

Mr. Robert W. Gormsen
Department of Transportation
Transportation Building
Salem, Ore. 97310

Dear Mr. Gormsen:

This is to notify you that we received a check on February 9th, 1984, in the amount of $8,073.75 from Dirt & Aggregate Interchange, Inc. The amount due us, including interest, was $8,331.57. Therefore, Dirt & Aggregate Interchange, Inc. still owes us $257.82.

Very truly yours,
Edward Werner Jr.
Ed Werner, Jr., President

RECEIVED
MAR - 9 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

7637

TO BE COMPLETED BY FHWA
MONTHLY TRANSACTION NUMBER 2-147
PROJECT REPORT NUMBER
MODIFICATION NUMBER ~~2~~ 3

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

2-17-84

State Oregon
County Lincoln & Tillamook
Project Number F-2-4(12)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on July 27, 1983, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 391,247.00	$ 400,000.00
Federal funds	$ 344,884.00	$ 352,600.00
Other revisions		

This modification is made for the following reasons: to include increase in construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 17th day of February, 1984.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Wayne [illegible]

For Manager, Program Section
(Title)

XXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen Files

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON FEBRUARY 9, 1984

FEDERAL AID PROJECT NO. F-2-4(12)

TILLAMOOK-FOGARTY CREEK SECTION
OREGON COAST HIGHWAY
LINCOLN & TILLAMOOK COUNTIES

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE SFTY
SHOULDER AND GUARDRAIL INSTALLATION (M.P. 69.60 to M.P. 125.30)

Subtotal of previous estimate of October 24, 1983		$340,215.00
ADDITIONAL ITEMS		
Guardrail and Other Misc. Work (E.W.O. #2)	All Required	$ 8,753.00
	Increase	$ 8,753.00
	SUBTOTAL	348,968.00
	Engineering	51,032.00
	TOTAL	$400,000.00

Length of Project ---------- 0.0 mi.

Federal Funds (88.15%) -----	$352,600.00
State Funds ----------------	47,400.00
TOTAL	$400,000.00

Group 1: 99%; Group 8: 1%
Contract No. 9639
Prefix: 21-1902
Prefix: 21-1017

RHZ:pf

9657 Gen. File COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State OREGON
MONTHLY TRANSACTION NUMBER 1-36	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County LINCOLN & TILLAMOOK
PROJECT REPORT NUMBER		
MODIFICATION NUMBER 2	1-5-84	Project Number F-2-4(12)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on July 27, 19 83, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 347,170.00	$ 391,247.00
Federal funds	$ 306,030.00	$ 344,884.00
Other revisions		

This modification is made for the following reasons: To include increase in construction costs and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 5th day of January, 1984.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Gary A. Potter

Manager, Program Section
(Title)

By FOR: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Con file

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON DECEMBER 20, 1983

FEDERAL AID PROJECT NO. F-2-4(12)

TILLAMOOK-FOGARTY CREEK SECTION
OREGON COAST HIGHWAY
LINCOLN & TILLAMOOK COUNTIES

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE SFTY
SHOULDER AND GUARDRAIL INSTALLATION (M.P. 69.60 to M.P. 125.30)

Subtotal of previous estimate October 24, 1983			$301,895.00
PREVIOUS ESTIMATE			
Class C Asphalt Concrete	700 Ton	64.00	$ 44,800.00
REVISED ESTIMATE			
Class C Asphalt Concrete	1,178 Ton	64.00	$ 75,392.00
12-inch Culvert Pipe (PA #2)	233 Lin. Ft.	16.00	3,728.00
Bridge Connections (PA #3)	20 Each	200.00	4,000.00
			$ 83,120.00
		Increase	$ 38,320.00
		SUBTOTAL	340,215.00
		Engineering	51,032.00
		TOTAL	$391,247.00

Length of Project ---------- 0.0 mi.

Federal Funds (88.15%) -----	$344,884.00
State Funds ----------------	46,363.00
TOTAL	$391,247.00

Group 1: 99%; Group 8: 1%
Contract No. 9639
Prefix: 21-1902
Prefix: 21-1017

RHZ:pf

9634

STATE COPY 5

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State Oregon
MONTHLY TRANSACTION NUMBER 10-217		County Lincoln & Tillamook
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	Project Number F-2-4(12)
MODIFICATION NUMBER 1		

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on July 27, 1983, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 310,520.00	$ 347,170.00
Federal funds	$ 273,723.00	$ 306,030.00
Other revisions		

This modification is made for the following reasons: to include increase in construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 26th day of October, 1983.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

~~By~~ For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen File

Oregon State Highway Division
Salem, Oregon October 24, 1983

Federal-Aid Project No. F-2-4(12)

Tillamook-Fogarty Creek Section
Oregon Coast Highway
Lincoln & Tillamook Counties

REVISED PROJECT AGREEMENT ESTIMATE

Type Code SFTY
Shoulder and Guardrail Installation (M.P. 69.60 to M.P. 125.30)

Subtotal of previous estimate of June 30, 1983 $ 273,586.25

Previous Esimate

Flagmen	750 Hour	17.50	$ 13,125.00
Aggregate Base	1,130 Cu. Yd.	16.00	18,080.00
Guard Rail, Type 2A	8,175 Lin. Ft.	10.15	82,976.25
Guard Rail, Type 3	1,325 Lin. Ft.	19.00	25,175.00
			$ 139,356.25

Revised Estimate

Flagmen	1,350 Hour	17.50	$ 23,625.00
Aggregate Base	1,500 Cu. Yd.	16.00	24,000.00
Guard Rail, Type 2A	9,000 Lin. Ft.	10.15	91,350.00
Guard Rail, Type 3	1,510 Lin. Ft.	19.00	28,690.00
			$ 167,665.00

Increase	$ 28,309.00
Subtotal	$ 301,895.25
Engineering	41,140.00
Total	$ 347,170.00

Length of Project	0.0 mi.

Federal Funds (88.15%)	$ 306,030.00
State Funds	41,140.00
Total	$ 347,170.00

Group 1 99%; Group 8 1%
Contract No. 9639
Prefix: 21-1902
Prefix: 21-1017

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NO.
7254

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FEDERAL-AID PROJECT AGREEMENT

State: Oregon
County: Lincoln & Tillamook
Project No.: F-2-4(12)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 101, 1.15 mi. N. of Depoe Bay, N. 59.0 mi.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	4-20-83	0.0
OTHER *(Specify)*		

FUNDS PRO RATA %

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 310,520.00	$ 273,723.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By Larry A Potter
Manager, Program Section
(Title)
XXXX For: H.S. Coulter, P.E.
State Highway Engineer
(Title)
By
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
By
(Division Administrator)
For: Dale E. Wilken
Date executed by Division Administrator [illegible]

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon June 30, 1983

Federal-Aid Project No. F-2-4(12)

Tillamook-Fogarty Creek Section
Oregon Coast Highway
Lincoln & Tillamook Counties

PROJECT AGREEMENT ESTIMATE

Type Code SFTY
Shoulder and Guardrail Installation (M.P. 69.60 to M.P. 125.30)

Mobilization		All Required		$ 12,000.00
Temporary Protection and Direction of Traffic		All Required		5,000.00
Temporary Signs	350	Sq. Ft.	4.00	1,400.00
Temporary Barricades	4	Each	20.00	80.00
Flagmen	750	Hour	17.50	13,125.00
Removal of Structures and Obstructions		All Required		4,500.00
Embankment in Place	310	Cu. Yd.	13.00	4,030.00
Aggregate Base	1,130	Cu. Yd.	16.00	18,080.00
Class "C" Asphalt Concrete	700	Ton	64.00	44,800.00
18-inch Culvert Pipe	420	Lin. Ft.	17.00	7,140.00
Guardrail, Type 2A	8,175	Lin. Ft.	10.15	82,976.25
Guardrail, Type 3	1,325	Lin. Ft.	19.00	25,175.00
Guardrail Anchors, Type 1	129	Each	265.00	34,185.00
Extra for Guardrail Bridge Connections	56	Each	120.00	6,720.00
Rail End Pieces, Type C	116	Each	70.00	8,120.00
Extra for Burying Guardrail Ends	14	Each	90.00	1,260.00
Extra for Asphalt Ramps	20	Each	5.00	100.00
Extra for Asphalt Walks	145	Sq. Yd.	1.00	145.00
Concrete Barrier	300	Lin. Ft.	8.50	2,550.00
Move and Reinstall Existing Sign		All Required		1,200.00
				$ 272,586.25

Anticipated Items

Roadside Seeding and Mulching	All Required		$ 500.00
Temporary Erosion Control	All Required		500.00
			$ 1,000.00
		Subtotal	$ 273,586.25
		Engineering	36,933.75
		Total	$ 310,520.00

Length of Project	0.00 mi.	0.00 mi.

Retained in Program

Remove Rocks M.P. 94.35	All Required	$ 200.00
Replace M.P. Markers	All Required	500.00

Federal Funds 88.15%	$ 273,723.00
State Funds	36,797.00
Total	$ 310,520.00

Group 1 99%; Group 8 1%
Contract No. 9639
Prefix: 21-1902
Prefix: 21-1017

Tillamook-Fogerty Creek Nonparticipating-State Work

Single Mailbox Supports	4 Each	75.00	$ 300.00
State Responsibility for Damages	All Required		4,500.00
			$ 4,800.00

7L-39

.CL 84-36

1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

February 14, 1984

IN REPLY REFER TO
FILE NO.:

CON 5
#9639

Coast Wide Ready Mix Co.
P. O. Box 8
Tillamook, OR 97141

Gentlemen or Ladies:

This will acknowledge your letter dated January 23, 1984, filing a claim against the following Highway Division contract:

FILED BY:	Coast Wide Ready Mix Co.
AMOUNT:	$8,331.57 plus interest
FOR:	Material
AGAINST (Prime contractor):	Dirt & Aggregate Interchange, Inc.
CONTRACT NO.:	9639
PROJECT:	Tillamook-Fogarty Creek Section Oregon Coast Highway, Lincoln and Tillamook Counties
SURETY:	United Pacific Insurance Co.
AGENT:	KL & K Associates, Inc.

We will advise the surety and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
FEB 17 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: Dirt & Aggregate Interchange, Inc.
20905 N.E. Sandy Boulevard
Troutdale, OR 97060

United Pacific Insurance Co.
Bond Department
33405 - 8th Avenue So. C-3000
Federal Way, WA 98003

bc: ✓ Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

ED
2-17-84-dc

731-0188

COAST WIDE READY MIX

Covering Tillamook County

842-4437

P. O. BOX 8
TILLAMOOK, OREGON 97141

FRONT & ELM

January 23, 1984

Bob Gormsen
121 Transportation Blvd.
Salem, Ore. 97310

Dear Bob:

This letter is to confirm our phone conversation on 1/23/84 that Dirt & Aggregate Interchange, 20905 N. E. Sandy Blvd., Portland, Ore., owes our company $8073.75 for concrete delivered to them on State Highway contract #9639. With interest at 18% the total owed to date is $8,331.57.

Deliveries were made last year during the months of July, September and October and we have yet to receive any payment whatsoever.

Very truly yours,

President

RECEIVED
JAN 25 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION Tillamook-Fogarty Creek	WEEK ENDING 1-21-84
		SECTION PREFIX 21-1017
	HIGHWAY Oregon Coast	COUNTY Tillamook-Lincoln
NAME OF JOB Tillamook-Fogarty Creek	KIND OF WORK Guardrail Installation	
CONTRACTOR Dirt and Aggr. Interchange	CONTRACT NUMBER 9639	FEDERAL AID PROJECT NUMBER F 2-4-(12)
DATE OF CONTRACT May 17, 1983	DATE WORK STARTED July 5, 1983	ESTIMATED COMPLETION DATE October 21, 1983
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS SPECIFIED CALENDAR DAYS 120	WORK DAYS USED CALENDAR DAYS USED 144
PROJECT AUTHORIZATION: $ 394,712.89	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 120 %
EXCLUSIVE OF ENGINEERING: $ 357,426.21	ENGINEERING AUTHORIZATION $ 37,286.68	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100 %
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 351,576.21	ENGINEERING COST TO DATE $ 40,614.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100 %
ESTIMATED PERCENT OVERRUN ~~UNDERRUN~~ 20 %	PERCENT OF AUTHORIZATION 109 %	DATE PROJECT WAS COMPLETED: October 21, 1983

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

0

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 1-15		0		
MONDAY 1-16		0		
TUESDAY 1-17		0		
WEDNESDAY 1-18		0		
THURSDAY 1-19		0		
FRIDAY 1-20		0		
SATURDAY 1-21		0		

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GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi Finals submitted 1-18-84.

SIGNED H.N. VanCleave Proj. Mgr. LOCATION Tillamook

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP*F216

January 5, 1984

CON

Dirt & Aggregate Interchange, Inc.
20905 NE Sandy Boulevard
Troutdale, OR 97060

Time Extension Request
Tillamook-Fogarty Creek
Contract No. 9639
FAP No. F-2-4(12)

Your request for additional contract time in which to complete the above project has been carefully reviewed.

The request for additional contract time due to late receipt of the executed contract is not valid and is denied. Subsection 103.08 of the contract Standard Specifications states the time frame within which the contract and bond will be submitted to the contractor and the stated time was not exceeded on this project.

A contract time adjustment of an additional 24 calendar days is granted due to the performance of extra and added work on this project. The adjusted contract time for completion of this project is 144 calendar days. This will eliminate all liquidated damages under this contract.

W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

OBJ:cb sl

bc H. S. Coulter
C. T. Keasey
C. O. Fredrickson w/att.
H. N. VanCleave w/att.
FHWA w/att.
Bob Church

STATE OF OREGON
Highway Division - Region 2

INTEROFFICE MEMO

378-2626

TO: C. T. Keasey
CONSTRUCTION ENGINEER

DATE: December 5, 1983

FROM: G. W. Wimer
REGION 2 CONSTRUCTION ENGINEER

SUBJECT: Time Extension Request
Tillamook-Fogarty Cr. Section
Oregon Coast Hwy.
Contract #9639

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Dirt & Aggregate Interchange, Inc., the contractor on the subject project, by the attached formal request asks that the project time be extended from September 27 to October 28, a total of 31 calendar days (cds). Accompanying their request are September 29 and November 21 letters detailing three reasons totaling 39 cds. Copies are attached as well as a separate consent assurity.

Project Manager H. N. VanCleave, in his attached November 28 letter of transmittal and analysis, analyzes each of the reasons, concluding that no time should be allowed for the delays in execution of the contract, 10 cds for our belated acceptance of the mailbox supports and 17 cds for the added rail and paving at the Condor Bridge, making his total recommendation 27 cds.

This office finds on review:

1. Delays in Contract Execution - This project was bid May 12, 1983 and the contract submitted May 18, or well within the 20 allowable days under 103.08. So, even though the contractor did not receive an executed contract until June 13, or 14 cds after the time was started May 31, this is not a basis for a time extension.

2. Mailbox supports - The contractor ordered the mailbox supports September 20 with the intention of placing them October 3. The design question was resolved October 13, or an elapse of 10 cds as requested by the contractor, which is reasonable.

3. Additional Guardrail at Condor Bridge - Slightly over 800 lineal feet of guardrail was installed at Condor Bridge on the insistence of the FHWA Division Bridge Engineer. This work was done under bid item without the benefit of a price agreement. It started October 3 and was completed October 20, an elapse of 17 cds. However, all but 7 cds overlap with the mailbox question.

5

STATE OF OREGON **INTEROFFICE MEMO**

Highway Construction 378-6318 CON 5

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: November 15, 1983

FROM: O. B. Jackmond
O. B. Jackmond
Contract Administration Engineer

SUBJECT: Request for Increase in Project Authorization
Tillamook-Fogarty Creek Section
Oregon Coast Highway, Tillamook & Lincoln Counties
Contract No. 9639

NOTED
H.S. COULTER

This federal aid guardrail installation project is essentially completed and it is now apparent that the final cost will exceed the project authorization by $72,100.00 or 22.8 percent.

The principal reason for the overrun was an increase in the quantity of asphalt concrete paving material used to pave the area from the existing pavement to the new guardrail. This was done to eliminate a hazard to traffic and a perpetual maintenance problem. Some $30,600 was added to the cost of the project due to this additional work.

Additional sections of guardrail were found to be necessary at locations not shown on the plans in order to provide adequate protection for the traveling public at hazardous locations, including the Condor Bridge over the Big Nestucca River north of Hebo. This work also necessitated the use of some additional aggregate base material to provide sufficient width. Approximately $27,200 was added to the cost of the project by this additional work.

The contractor elected to use two subcontractors to perform the grading and paving work on separate work areas on the project. Work was therefore being performed at three separate locations simultaneously in several instances and three sets of flaggers were required, overrunning the anticipated amount for this work by some $10,200.

Slight variations in other bid items and in the construction engineering account for the balance of the overruns.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $72,100.00. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:HHP:mk

Attach.

cc: C. O. Fredrickson
H. N. VanCleave
R. D. Church
D. E. Swan

9

ROAD DESIGN SECTION

DES 16 misc

H. N. Van Cleave
Project Manager

[illegible] R ADAMS

Don Adams, P.E.
Final Design Engineer

July 6, 1983

RECEIVED
JUL 11 1983
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up
Action

Condor Bridge
Tillamook-Fogarty Creek Section
Oregon Coast Highway-M.P. 84.08
Guardrail Connection

Attached is a print of Drg. No. B-929 showing the guardrail connections that should be at Condor Bridge and incorporated into the subject project.

Herb Schell of the Federal Highway Administration has agreed that it is not necessary to carry the rail across the structure because of the narrow roadway, but he recommends that the rail be connected to the bridge as shown.

NC:rw

Attachment

cc: Walt Hart
C. O. Fredrickson
Herb Schell, FHWA

9

ROAD DESIGN SECTION

DES 16

C. O. Fredrickson
Region 2 Engineer

May 9, 1983

J. H. Versteeg
Road Design Engineer

Bridge 555 M.P. 84.08
Tillamook-Fogarty Creek Section
Oregon Coast Highway

Versteeg
Anderson
Adams
Macnab
Stoudenmeyer
Terpin
Trout
Wekerlig

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MAY 09 1983
ROAD DESIGN SECTION

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Protection of the structure ends on Bridge 555 could not be provided with our standard guardrail treatment. A review of the accident record shows only one accident in the past five years. Based on the difficulty in protecting the bridge ends and the absence of a significant accident record, a decision was made not to develop bridge end protection.

Would you please have this decision reviewed in the field. Is there any type of protection that could be developed if additional right-of-way was acquired? We need to be sure that we have not overlooked some reasonable alternate that would provide additional protection.

JHV:rw

cc: L. E. George
D. R. Adams

9 N

STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO
DES 16

TO: MEMO TO THE FILE

DATE: May 3, 1983

FROM: Donald R. Adams
Final Design Engineer

SUBJECT: Tillamook-Fogarty Creek Section
Oregon Coast Highway
Lincoln and Tillamook Counties
Bridge No. 555 at M.P. 84.08

1 Versteeg ✓
Anderson
Adams
Macnab
Stoudenmeyer
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ROAD DESIGN SECTION

mc
cc MANN
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It was determined that it was not feasible to protect the ends of this bridge under the scope of the work on this guardrail safety project.

Immediately at the southeast corner of the bridge there is a road connection, leaving no room for standard run of guardrail and flare. Guardrail could be placed at the southwest corner; however, if it were hit by a vehicle there is the possibility of the vehicle being redirected or ricocheting into the steel truss members of the bridge. It would therefore be necessary to carry guardrail across the bridge to protect the trusses. As mentioned in the attached letter from Jerry Backstrand, this would further constrict an already narrow bridge. This hazard is as great or greater than the unprotected bridge ends.

Due to right-of-way constrictions at the northerly bridge end, it would take several hundred feet of guardrail on both sides of the roadway to reach a position that a standard guardrail flare could be achieved. Because of the narrowness of the roadway, this guardrail itself would become a hazard.

The accident record, which is attached, shows there has been one accident in the past five years involving a bridge end. This would indicate that the bridge ends are not accident prone.

Since it is not feasible to protect the south bridge ends and because it is questionable to protect the north bridge ends, and since the accident records do not indicate this to be an accident-prone area, it was decided not to try to protect the bridge ends.

NEM:ja

Don h-
5-4-83

cc/attachments C. O. Fredrickson
H. N. VanCleave
N. E. Mann
W. H. Kappus, FHWA
R. R. Arnold, FHWA

81-125-1387

STATE OF OREGON **INTEROFFICE MEMO**

Highway - Traffic

TRA 3-5

TO: Norman E. Mann ATTN: Norman Cuno
Design Engineer

DATE: May 2, 1983

FROM: L. E. George
Traffic Engineer

SUBJECT: Accident History
Wells Corner-Fogarty Creek Guardrail Project
Oregon Coast Highway No. 9
Nestucca River (Condor Bridge) Section
M.P. 84.05 to M.P. 84.11

As requested, we have reviewed the accident history on the Oregon Coast Highway at the Condor Bridge crossing the Nestucca River (M.P. 84.08).

For the five-year period between January 1, 1978 and December 31, 1982, there has been four reported accidents at the Condor Bridge. These accidents included one injury accident resulting in two Class B injuries. This was a single southbound vehicle run-off the road accident at the south end of the bridge with icy road conditions. The three property damage only accidents each involved two vehicles. One of these accidents involved hitting the bridge abutment and then a vehicle from the opposing direction. The other two accidents involved hitting a parked vehicle and a stopped vehicle.

Accident rates for this spot location were not calculated due to the short length of the section.

For the 4.50 mile section from Beaver to Three Rivers Highway No. 32 (M.P. 80.44 to M.P. 84.94), the accident rates for several years are listed below and are generally comparable to the statewide accident rates for this category of highway.

Year	Statewide Accident Rate	4.5 Mile Section Accident Rate
1981	1.49	1.90
1980	1.53	1.60
1979	1.59	1.36
1978	1.57	1.67

LE George

L. E. George
Traffic Engineer

MEH:ds

Contains Recycled Materials

Mauer

STATE OF OREGON

INTEROFFICE MEMO

TO: Don Adams
Final Design Engineer

DATE: April 25, 1983 DES 23
555

FROM: Jerald E. Backstrand, P.E.
Assistant Bridge Engineer

SUBJECT:
Condor Bridge
Coast Highway
Tillamook County
Guardrail Connection
BR 555
MP 84.08

Versteeg
Anderson
/ Adams A
Macnab
Stoudenmeyer
Terpin
Trout
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RECEIVED
APR 25 1983
ROAD DESIGN SECTION

Do Not File
Return to
Bring Up
Action

In order to carry guardrail across this bridge, it will be necessary to attach posts to the existing curbs and possibly block out the rail to provide clearance from the truss members.

This will reduce the horizontal roadway clearance by approximately 7 inches without blocking and approximately 23 inches with blocking. The existing roadway is only 19'-8".

OMP:jrb

Contains
Recycled
Materials
81-125-1387

9639

8

U.S. Department
of Transportation
**Federal Highway
Administration**

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project F-2-4(12)
Tillamook-Fogarty Creek Section
Oregon Coast Highway
Lincoln and Tillamook Counties

Date: April 25, 1983

Reply to Attn. of: HFO.2-OR

From: Division Administrator

To: Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

Mr. D. R. Adams' April 14, 1983 letter proposes the use of State furnished concrete barrier on this project. 300 feet of concrete barrier is to be installed around the bridge columns of the Otis Junction underpass. The barrier to be used is surplus barrier from the Federal Highway Administration's Little Nestucca - Oretown project and is located in the State Maintenance yard at Hebo.

We concur that it is in the public interest to use this material which will utilize funds previously expended as well as conserve energy and material resources.

G. K. [illegible]
for Dale E. Wilken

cc:
OSHD (D E Swan)
OSHD (D R Adams)

NOTED
H.S. COULTER

cy [illegible] [illegible] 4/27

RECEIVED
STATE HWY ENGR
APR 27 '83
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

NOTED
W. E. SCHWARTZ

[illegible] rll

8

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINIST

GENER ILES

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: F-2-4(12)
2. STATE PROJECT NO.: See below
2A. COUNTY NAME: Lincoln
Tillamook

3. FROM:
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:
5. ITEM NO.: 10058

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 4/20/83
8. FEDERAL ROUTE NUMBER: Primary 2
9. STATE ROUTE NUMBER: Primary 9

10. GENERAL LOCATION:
Tillamook - Fogarty Creek Section

11. GENERAL DESCRIPTION OF WORK
Guardrail Installation

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)*
Temporary Erosion Control $500

13. REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's 4/18/83 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $341,146 Federal Funds $300,720.

A signed copy of the Title Sheet is returned herewith.

RECEIVED
STATE HWY ENGR
APR 25 '83
REFER TO
Potter
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Orig w/ att. to 4/25

14. DATE: 4/20/83
15. SIGNATURE OF APPROVING OFFICIAL: G. K. Hossner
16. TITLE: for Division Administrator

FORM PR-1240
(Rev. 12-73)
PREVIOUS EDITIONS MAY BE USED

9639

8

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

April 14, 1983

In Reply Refer to
File No.:
DES 16

Dale E. Wilken, Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, N.E.
Salem, OR 97301

[illegible]
#10.3

NOTED
E. S. HUNTER

Tillamook-Fogarty Creek Section
Oregon Coast Highway
Lincoln and Tillamook Counties

A finding in the public interest is requested for State-furnished concrete barrier on this project.

The barrier is located in the Hebo Maintenance Yard. It is surplus barrier from the Federal Highway Administration's Little Nestucca River-Oretown project. Therefore, no credit is expected to be made to the project.

This proposal has been discussed with Bill Kappus and has his approval.

We feel it is in the public interest to use this material to conserve funds previously expended, as well as conserving energy and material resources.

Very truly yours,

J. H. Versteeg
Road Design Engineer

by Donald R. Adams
ja.
Donald R. Adams
Final Design Engineer

bc E. S. Hunter
C. T. Keasey
Gary Potter
C. O. Fredrickson
D. E. Swan
Steve Macnab
Norman Mann

NEM:ja

RECEIVED
TECHNICAL SERVICES
APR 15 '83
REFER TO
FOR

Info	Inves	R/D	D/R	[illegible]	[illegible]	File

Form 734-3122

96-1 7

STATE OF OREGON **INTEROFFICE MEMO**
Highway - Traffic
PRO 6

TO: Donald R. Adams
Final Design Engineer

DATE: April 8, 1983

FROM: L. E. George
Traffic Engineer

SUBJECT: Project Review
Wells Corner-Fogarty Creek Section
Oregon Coast Highway
M.P. 66.36-M.P. 125.30
Lincoln and Tillamook Counties

REFERRED TO
..........Watson ....Mann CEM
..........Cole ....Stoudenmeyer ......
......Eriksen .... King ....
Beard ....Dorn..........Leu..........
Return Discuss Do File Due ......
By FINAL DESIGN ENGINEER

chot

Per your request we have reviewed the subject project for possible funding under the Title II Hazard Elimination Program.

Project justification under this program is based on accident history and improvements which could possibly prevent those types of accidents from occurring in the future. This makes it very difficult to justify a project which covers nearly sixty miles, even though the improvements involved can be classified as safety work.

Our review of the accident history for this section revealed only one location which would qualify for these funds and the amount available for that location would be a very small portion of the overall project.

Our conclusion is that the use of Hazard Elimination Program funds for this project would not be appropriate.

L E George
L. E. George
Traffic Engineer

RHB/dcb

cc: J. H. Versteeg
D. E. Swan

......Versteeg ....
......Anderson..............
......Adams ....
......Macnab ....
......Stoudenmeyer.......
......Terpin.................
......Trout..................
......Wakerlig ....

RECEIVED
APR 12 1983
ROAD DESIGN SECTION

Do Not File ☐
Return To ....
Bring Up ....../....../......
Action..............

Contains Recycled Materials

96-1

STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO
DES 16

TO: L. E. George
Traffic Engineer

DATE: April 1, 1983

FROM: Donald R. Adams, P.E.
Final Design Engineer

SUBJECT: Wells Corner-Fogarty Creek Section

This project is currently on the Bid Letting Schedule for May 12. Funding for the project is Primary Funds.

Most of the work being done on the project seems to qualify for HES Funding. It consists mainly of addition of guardrail at bridge ends, extension of guardrail, upgrading guardrail ends with the break-away anchorage, burying ends of the guardrail where possible. Currently the estimated cost for this work is $308,000.

We are following up on the process of extending the project as far north as MP 66.43 which is just south of Tillamook. This extension would add $20,000 to $25,000 to the project.

Would you investigate the appropriativeness of funding this project with HES Funds. It is possible that the Federal-aid Primary Funds could be used elsewhere to more advantage.

DRA:rw

cc: ~~J. H. Versteeg~~
D. E. Swan

9639

8

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-2-4(8)

2. STATE PROJECT NO. See below

3. FROM
Dale E. Wilken, Division Administrator
FHWA, Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10058

2A. COUNTY NAME Lincoln & Tillamook

6. TO

Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 7/1/82

8. FEDERAL ROUTE NUMBER Primary 2

9. STATE ROUTE NUMBER Primary 9

10. GENERAL LOCATION:

Wells Corner - Fogarty Creek Section

11. GENERAL DESCRIPTION OF WORK

Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program Change
See below

13. REMARKS

As requested in Mr. Swan's letter of 6/24/82, I approve the revised Preliminary Engineering Costs to a TEC of $16,400, FF $14,456.

(Increase TEC $6,400, FF $5,641)

RECEIVED
STATE HWY ENGR
JUL 7 '82
REFER TO Moehring
FOR
Info Inve. R/D [illegible] [illegible] Act File

Orig to
7-7-82

14. DATE 7/1/82

15. SIGNATURE OF APPROVING OFFICIAL Walach

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

7637

.9

STATE OF OREGON
HIGHWAY DIVISION - ODOT

INTEROFFICE MEMO

TO: SECTION HEADS
REGION ENGINEERS

DATE: December 10, 1980

FROM: Frank E. Terpin
Location Engineer

SECTION: Wells Corner - Fogarty Cr.

HIGHWAY: Oregon Coast
COUNTY : Tillamook & Lincoln
PREFIX : 21-1902

In regard to the above subject project, please be advised that at this time no work is authorized except field survey (function 901) and no work or charges shall be made except to the 901 function.

When other charges are authorized, written notification will be distributed.

October 19, 1982

The subject project now has authority to perform preliminary engineering through p. S. & E. Doc.

Frank E. Terpin
Frank E. Terpin
Location Engineer

ge

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3
4
5
4

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Contains Recycled Materials
81-125-1367

(11,39

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

11-17-80

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. 2-4(8)

STATE PROJECT NO. See below

FROM:
G. L. Green, Division Administrator
FHWA - Oregon Division

PROGRAM NO.

ITEM NO. 10058

COUNTY NAME Lincoln & Tillamook

PROGRAM STAGE *(Check)* ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
NOV 21 '80
REFER TO. Moehring
FOR
Info | Inves | R/D | D/R | Sign | Act | File

11-21
orig

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE 11/17/80

FEDERAL ROUTE NUMBER Primary 2

STATE ROUTE NUMBER Primary 9

GENERAL LOCATION:

Wells Corner - Fogarty Creek Section

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION TEC $10,000
F.F. $8,815
☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested by Mr. Swan's PEA dated 11/6/80.

DATE 11/17/80

SIGNATURE OF APPROVING OFFICIAL G. K. Hassner

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1978-631-856

7637

9 N

NOTE: SHADED AREAS
TO BE COMPLETED
IN SALEM OFFICE

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

7/1/80

DATE 5/1/80

PREFIX :

1 - IDENTIFICATION

PROJECT NAME Wells Corner-Fogarty Creek

HIGHWAY NAME Oregon Coast

HIGHWAY NUMBER 9

REGION 2

ADMINISTRATIVE DISTRICT 1

COUNTY Tillamook & ~~Clatsop~~ Lincoln

CITY

LENGTH 55.6

MILEPOST NUMBER 69.5 TO 125.3

☒ RURAL ☐ URBAN

LOCAL GOVERNMENT PROJECT? ☐ YES ☒ NO

IF YES, UNIT OF GOVERNMENT

TYPE OF FUNDS ☐ FAI ☐ FAP ☐ FAS ☒ STATE ☐ FAUS ☐ OTHER

METHOD OF CONSTRUCTION ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK ☐ GRADING ☐ PAVING ☐ STRUCTURE ☐ SIGN ☐ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☒ OTHER Guard rail

PROJECT DESCRIPTION

The northerly end of the project is Wells Corner, mile point 69.5. The southerly end is Fogarty Creek, mile point 125.3. The length of project is 55.6 miles. The work consists of the placement of guard rail at intermittent locations on the route. These locations to be determined by the survey.

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME)

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME) :

LEVEL OF SERVICE		A	B	C	D	E	F
	EXISTING	☐	☐	☐	☐	☐	☐
	PROPOSED	☐	☐	☐	☐	☐	☐

DESIGN SPEED (MPH)

DESIGN STANDARDS

TRAFFIC ANALYSIS ☐ LIGHT ☐ MEDIUM ☐ HEAVY

REFERRED TO
Beard
Stroudmeyer
Cole ✓
Keith
Watson IV
Eriksen
Lau
Hager
Dorn
(Return) Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

1 Versteeg ✓
Anderson
2 Christensen
3 Olson
Sullivan
Terpin
Trout
4 Wakerlig

RECEIVED
JUL 0 8 1980
ROAD DESIGN SECTION

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Return To
Bring in
Action

APPROVED
Frank C. Terpin
Location Engineer
Date 7/1/80

FORM 734-1730 (12-78) Page 1

3 - FEATURES	EXISTIN NUMBER AND WIDTH	P POSED NUMBER AND WIDTH
TRAVEL LANES		
SHOULDERS	Not applicable.	
MEDIANS		
PARKING LANES		
SIDEWALKS		
BIKEWAYS		
INTERCHANGES		
OTHER:		

	YES	NO	MAYBE		YES	NO	MAYBE
Channelization	☐	☒	☐	Right of Way (cont.) Improvements	☐	☒	☐
Frontage Roads	☐	☒	☐	Access Control	☐	☐	☐
Traffic Signals	☐	☒	☐	Railroad Crossing	☐	☒	☐
Signing	☐	☒	☐	At Grade	☐	☐	☐
Illumination	☐	☒	☐	Separated	☐	☐	☐
Structures	☐	☒	☐	Railroad Encroachment	☐	☒	☐
Stage Construction	☐	☒	☐	Permits	☐	☒	☐
Pedestrian Crossing	☐	☒	☐	Conditional Use	☐	☐	☐
Rest Area	☐	☒	☐	Flood Plain	☐	☐	☐
Truck Scale Site	☐	☒	☐	Irrigation District	☐	☐	☐
Landscaping	☐	☒	☐	Water District	☐	☐	☐
Drainage	☐	☒	☐	Drainage District	☐	☐	☐
River ____________	☐	☐	☐	Div. of State Lands	☐	☐	☐
Stream ____________	☐	☐	☐	Dept. of Geology & Min. Ind.	☐	☐	☐
Storm Sewer	☐	☐	☐	Corps of Engineers	☐	☐	☐
Sanitary Sewer	☐	☐	☐	Coast Guard	☐	☐	☐
Right of Way	☐	☒	☐	DEQ NPS Air Pollution	☐	☐	☐
Simple Acquisition	☐	☐	☐	DEQ NPS Water Pollution	☐	☐	☐
Complex Acquisition	☐	☐	☐	Building	☐	☐	☐
Relocations	☐	☒	☐	Fish & Wildlife Approval	☐	☒	☐

3 - FEATURES (cont.)

	Y	NO	MAYBE		YES	NO	MAYBE
Agreements (City-County Etc.)	☐	☒	☐	Hydraulics Study	☐	☒	☐
Environmental Assessment	☐	☒	☐	Soils Investigation	☐	☒	☐
Statewide Assessment	☐	☒	☐	Airport Clearance	☐	☒	☐
Negative Declaration	☐	☒	☐	Economic Analysis	☐	☒	☐
Environmental Impact Statement	☐	☒	☐	Requires Field Survey	☒	☐	☐
4-F Statement	☐	☒	☐	Old Survey Available	☐	☒	☐
Citizen Advisory Committee	☐	☒	☐	Requires Vicinity Map	☐	☒	☐
Public Hearing ____	☐	☒	☐	Requires Photogrammetry	☐	☒	☐
Borrow Source	☐	☒	☐	Requires Reconnaissance Survey	☐	☒	☐
Material Source	☐	☒	☐	Reconnaissance Available	☐	☒	☐
Utilities	☐	☐	☒	Design Review	☐	☒	☐

Type To be determined

4 - WORK ITEMS

		TO BE PERFORMED BY		
		APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING		☐	☒	☐
RIGHT—OF—WAY	N/A	☐	☐	☐
CONSTRUCTION ENGINEERING		☐	☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	N/A
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	N/A
CORRIDOR APPROVAL	( )	N/A
FIELD SURVEY	(15)	2
PRELIMINARY DESIGN	( )	N/A
DESIGN APPROVAL/FINAL EIS	( )	N/A
RIGHT-OF-WAY DESCRIPTIONS	( )	N/A
RIGHT-OF-WAY ACQUISITION	( )	N/A
P.S. & E. DOCUMENTS	( )	4

RECOMMENDED CONSTRUCTION DATE		F 2Q '82
	(Region)	(Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING
Not applicable		

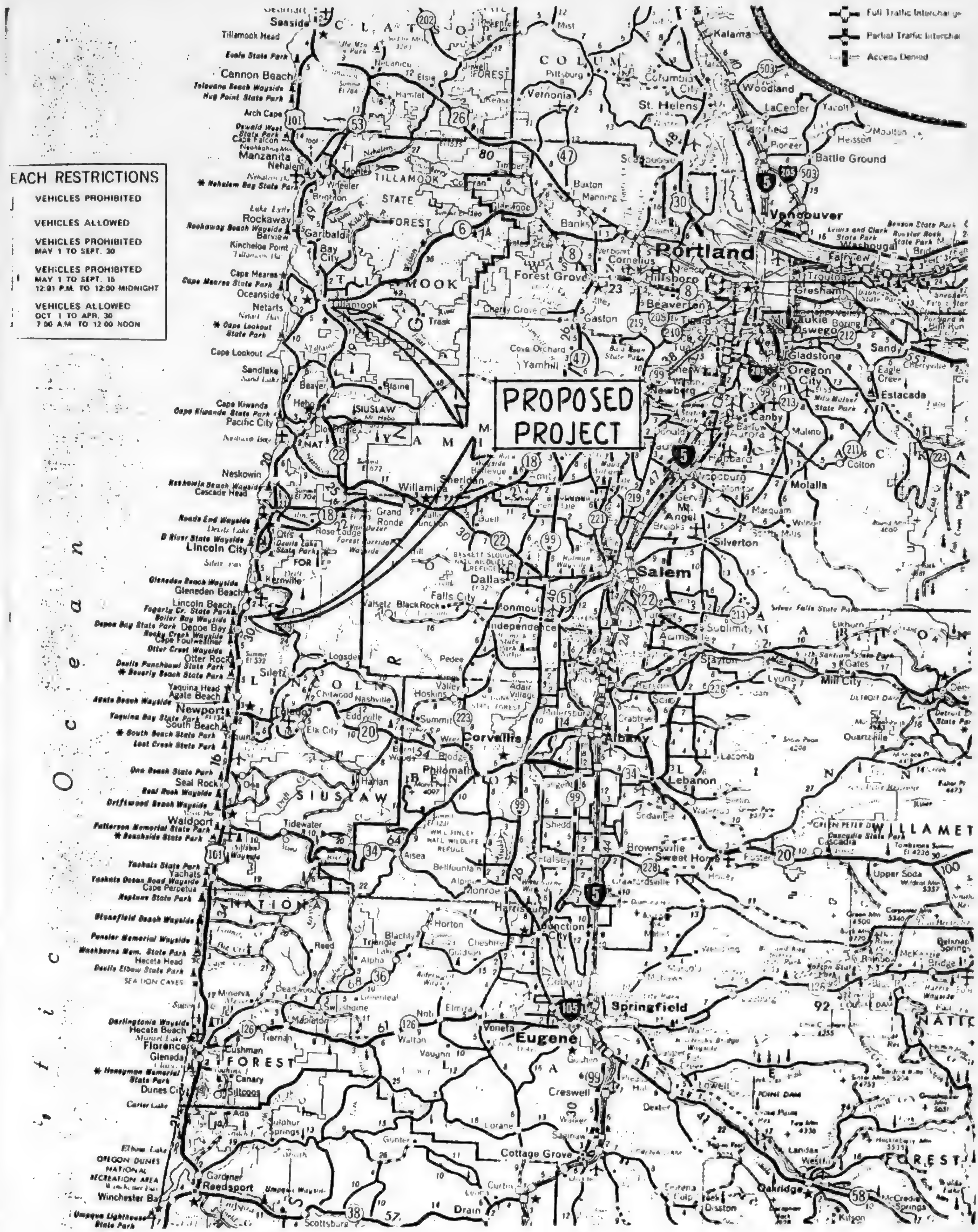
7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	10,600	16,400
RIGHT OF WAY		
TRAFFIC CONTROL		35,000
ILLUMINATION		
STRUCTURES		
RAILROAD		
ROADWAY		
OTHER Guard rail installation	209,000	209,000
ENGINEERING & CONTINGENCIES	41,000	41,000
PROJECT TOTAL	260,600	$301,400

SUBMITTED BY


PROPOSED PROJECT
EACH RESTRICTIONS
VEHICLES PROHIBITED
VEHICLES ALLOWED
VEHICLES PROHIBITED MAY 1 TO SEPT. 30
VEHICLES PROHIBITED MAY 1 TO SEPT. 15 12:01 P.M. TO 12:00 MIDNIGHT
VEHICLES ALLOWED OCT 1 TO APR. 30 7:00 A.M. TO 12:00 NOON
Full Traffic Interchange
Partial Traffic Interchange
Access Denied
Seaside
Tillamook Head
Cannon Beach
Arch Cape
Manzanita
Nehalem
Rockaway
Garibaldi
Bay City
Cape Meares
Oceanside
Netarts
Tillamook
Cape Lookout
Sandlake
Cape Kiwanda
Pacific City
Hebo
Cloverdale
Neskowin
Lincoln City
Gleneden Beach
Lincoln Beach
Depoe Bay
Otter Rock
Agate Beach
Newport
South Beach
Seal Rock
Waldport
Yachats
Cape Perpetua
Heceta Head
Florence
Glenada
Dunes City
Gardiner
Reedsport
Winchester Bay
Scottsburg
Kalama
Woodland
Columbia City
St. Helens
Vernonia
Battle Ground
Vancouver
Portland
Forest Grove
Cornelius
Hillsboro
Beaverton
Tigard
Gresham
Oswego
Gladstone
Oregon City
Sandy
Estacada
Canby
Newberg
Yamhill
Gaston
Sheridan
Willamina
Grand Ronde
Dallas
Falls City
Monmouth
Independence
Salem
Silverton
Molalla
Woodburn
Mt. Angel
Stayton
Mill City
Sublimity
Albany
Corvallis
Philomath
Lebanon
Brownsville
Sweet Home
Halsey
Harrisburg
Junction City
Springfield
Eugene
Creswell
Cottage Grove
Drain
Oakridge
Lowell
Toledo
Siletz
Eddyville
Tidewater
Alsea
Mapleton
Swisshome
Triangle Lake
Siltcoos
Canary
CLATSOP
COLUMBIA
TILLAMOOK STATE FOREST
TILLAMOOK
WASHINGTON
YAMHILL
SIUSLAW
LINCOLN
BENTON
SIUSLAW NATIONAL FOREST
MARION
LINN
WILLAMETTE NATIONAL FOREST
Pacific Ocean

1983 Manbrin Dr. N.-Stark St. 9640
N. Sec. of FAU 1705 (River Rd. N.) in
Salem. (Grad., Pav., Sign., Sig.)

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 3	COUNTY MARION	DIVISION OREGON
DATE OF REPORT 2/3/86	REPORT MADE BY WILLIAM KAPPUS, AREA ENGINEER		PROJECT NO. M-IX-1705(9)
COMPLETION DATE (Actual) 1/7/84	ACCEPTANCE DATE BY CONRTACT AGENCY 7/31/85	TIME ELAPSED 100 %	CONTRACT TIME 202 CD

LOCATION

SEE BELOW

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

MANBRIN DR. N.-STARK ST. N.
RIVER ROAD NORTH
GRADING, PAVING, & SIGNALS

This project provided for widening the existing 4-lane facility to 4 traffic lanes with a continuous median turning lane and the installation of three traffic signals.

The contract work was awarded to Fabricators Inc. on June 1, 1983. Work started May 24, 1983, and was completed January 1, 1984. The final cost overran by approximately 5%. While there were no major overruns, the 5% increase resulted from minor overruns on the following items; flagging, CTB, asphalt concrete and driveway work.

A final inspection of the completed project was made September 11, 1984.

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
FEB 10 '86
REFER TO Fredrickson
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Cy 2/13

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original Signed by WILLIAM R. KAPPUS Area Engineer		SIGNATURE Original Signed by G. K. HOSSNER Field [illegible]	
TITLE AREA ENGINEER	DATE FEB - 6 1986	TITLE FIELD OPERATIONS ENGINEER	DATE FEB - 7 1986

FORM FHWA 1446B PREVIOUS EDITIONS MAY BE USED

October 24, 1985

CON 5
#9640

Industrial Indemnity Co.
421 S.W. 6th Avenue
Portland, OR 97204

On August 9, 1985, we wrote to you concerning release of final payment on Contract No. 9640 awarded to Fabricators Incorporated for work on Hanbrin Drive North-Stark Street North Section of FAU 1705 in Marion County.

Final payment on this contract is $4,843.56 and the total contract amount is $692,117.15 including $17,243.77 for work performed under force account.

Robert W. Gormsen
COMMISSION SERVICES

cc: Fabricators Incorporated
2705 Lancaster Drive S.E.
Salem, OR 97305

bc: C. O. Fredrickson
Walt Hart
Bill Anhorn

FKN:arc

NOTED ON CARD
10-24-85 ac

NOTED
W. E. SCHWARTZ

July 18, 1985

CON

Fabricators, Inc.
2705 Lancaster Drive NE
Salem, Oregon 97305

Time Extension Request
Manbrin Dr.-Stark St.
Contract No. 9640
FAP No. M-IX-1705(9)

Your request for additional contract time in which to complete the above project has been reviewed. A contract time adjustment of an additional two calendar days is granted for the completion of phase "a" of the contract due to performance of added and extra work.

The adjusted contract time of completion for phase "a" of the contract is November 2, 1983. This will eliminate all liquidated damages under this contract.

/s/ C.O. Fredrickson

W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

OBJ:mk sl

bc H. S. Coulter
C. O. Fredrickson
W. G. Anhorn w/att.
Arvey Nelson w/att.
FHWA w/att.
Bruce Walton

STATE OF OREGON
Highway Division 378-8529

INTEROFFICE MEMO

REGION 2 OFFICE
RECEIVED
JUL 1985
RLO..... RQS.....
RE..... RCE..... KEH RMS..... RCII.....
RTS..... RLS..... RPC..... RFS.....
RUS..... RG..... RSR..... .....

TO: Ken Hubsy
REGION CONSTRUCTION ENGINEER

DATE: Apr 12, 1985

FROM: Arvey Nelson
PROJECT MANAGER

REGION 2 OFFICE
RECEIVED
APR 15 1985
RLO..... RQS.....
RE..... RCE..... KEH RMS..... ROM.....
RTS..... RLS..... RPC..... RFS.....
RUS..... RG..... RSR..... .....

SUBJECT: REQUEST FOR TIME EXTENSION
Manbrin Drive N. - Stark Street N.
FAU 1705 River Road North
Marion County, Contract No. 9640

Submitted for your review is a Time Extension Request received from Fabricators Inc. asking that the unit "A" specified completion of October 31, 1983 be increased two days to November 2, 1983. The contractor states the additional days were required to complete additional contract work and force account items.

The Manbrin Dr. - Stark St. project on North River Road was awarded to Fabricators Inc. on June 1, 1983. This contract widened the existing North River Road to provide for a continuous median left turn refuge. Work included grading, paving signing and signals. The contract bid amount was $630,698.55.

The contract specified all contract work except signing and traffic signals to be completed not later than October 31, 1983.

On October 31, 1983, all required work with the exception of the grouting up of precast inlets and the clean up of work areas was completed. The inlet grouting and the clean up was accomplished on November 2, 1983, with the assessment of two days of liquidated damages.

As stated with the contractor's request for an adjustment of contract time, increased contract bid item work and extra work was performed completing unit "A" work.

The final "As Constructed" bid item cost total of $655,364.10 is a $24,685.55 increase over the original bid estimate. Three price agreements were written which added $8,217.45 of contract work. Six extra work orders issued which provided $16,809.24 of additional work. The total value of the increased work being $49,712.24.

Four day Stop Work Orders were issued for both the fourth of July and the Labor Day week ends which although not mentioned by the contractor should be reason to grant the requested time adjustment.

did we charge these 4 days? Yes. This job had a specified completion date

I strongly recommend the requested two day time extension be granted.

O.B. Jackmond -
I agree & likewise recommend.
KEHusby

7-9-85
JL

RECEIVED
JUL 10 1985
CONSTRUCTION SECTION
LS___ TC___
SA___ CC___
FE___ CP___
FOC___
OCS___
FILE___
CE___ AE___
COE___ OM___
OE___
CA___
CAM___
EEO___

I concur with Region and P.M. and recommend a 2 c.d. time extension for phase "A" of the contract.
O.B. Jackmond

and attachments described above.
Approval is recommended.
Remarks 7-8-85
Kenneth E. Husby
REGION II CONSTRUCTION ENGINEER

1-128-1387

Contains Recycled Materials

FORM 734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Manbrin Dr. N.- Stark St. N.

WEEK ENDING: Apr. 06, 1985

SECTION PREFIX: 324-1089

HIGHWAY: FAU 1705(River Rd. N.)

COUNTY: Marion

NAME OF JOB: Manbrin Dr. N.-Stark St. N.

KIND OF WORK: Grading, Paving, and Signals

CONTRACTOR: Fabricators Inc.

CONTRACT NUMBER: 9640

FEDERAL AID PROJECT NUMBER: M-IX-1705(9)

DATE OF CONTRACT: July 01, 1983

DATE WORK STARTED: July 25, 1983

ESTIMATED COMPLETION DATE: B)12/30/83

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 00 SUPERVISION: 0

SPECIFIED WORK DAYS

SPECIFIED CALENDAR DAYS B)200

WORK DAYS USED

CALENDAR DAYS USED b)200

SPECIFIED COMPLETION DATE: A)10/31/83

PERCENT OF TIME ELAPSED: 100

PROJECT AUTHORIZATION: $ 806,946.48

EXCLUSIVE OF ENGINEERING: $ 691,946.48

ENGINEERING AUTHORIZATION $ 115,000.00

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 703,769.33

ENGINEERING COST TO DATE $ 130,000.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED PERCENT: OVERRUN UNDERRUN 2%

PERCENT OF AUTHORIZATION 113%

DATE PROJECT WAS COMPLETED: a)11/2/83 b)1/7/84

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	Traf. Signal
100	100	100	100	100	---	100

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.0	0.0	0.0	0.0	0.0
MILES PARTIALLY COMPLETED	0.0	0.0	0.0	0.0	0.0
MILES COMPLETED	0.0	0.0	0.0	0.0	0.0
TOTAL ESTIMATED QUANTITIES (CONTRACT)	4170.cy	4050.0tn	0.0tn	0.0tn	5500.0tn
TOTAL QUANTITIES CORRECTED TO DATE	0.0cy	0.0tn	0.0tn	0.0tn	0.0sy
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	3590.0cy	4355.0tn	0	0.0tn	6350.
AVERAGE DAILY QUANTITIES					00.0tn
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

N/A

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	N/A							
PERCENT	00	00	00	00	00	00		

		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	00	------------	---		
MONDAY	00	------------	---		
TUESDAY	00	------------	---		
WEDNESDAY	00	------------	---		
THURSDAY	00	------------	---		
FRIDAY	00	------------	---		
SATURDAY	00	------------	---		

CE F CAE .... RECEIVED LS...... TC......
COE.... OM.... SA......CC......
OE .... [illegible] 11 1985 FE ...... CP ......
CA ...... FQC ....
CAM .... CONSTRUCTION CCS ......
LEO .... SECTION FILE ....

CONTR. NO: 9640 DATE: Apr 06, 1985

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	00	No activity.
MONDAY	00	No activity
TUESDAY	00	No activity
WEDNESDAY	00	No activity
THURSDAY	00	No activity
FRIDAY	00	No activity
SATURDAY	00	No activity

REMARKS

STATUS: Project complete.
All Semi-final data was submitted to Region II, April 4, 1985.
LAST REPORT!!!!

VISITORS:

NEXT WEEK:

SIGNED Arvey D. Nelson, PROJECT MANAGER LOCATION Salem

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

STATE COPY

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 1-342 + 2-5		State Oregon
PROJECT REPORT NUMBER		County Marion
MODIFICATION NUMBER 2		Project Number M-IX-1705(9)

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on July 11, 1983, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 806,288	$ 825,879
	521,369	530,197 (W32)
Federal funds	$ 182,606	$ 190,745 (580)
Other revisions		

This modification is made for the following reasons: **to include increases in construction and construction engineering.**

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 30th day of January, 1985.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON JANUARY 29, 1985

FEDERAL AID PROJECT NO. M-IX-1705(9)

MANBRIN DRIVE N.-STARK ST. N.
RIVER ROAD NORTH
MARION COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE I000
ROADWAY (CITY SECTION) (STA. 35+33 TO STA. 44+43)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Temporary Signs	$ 9.00	42	$ 378.00	48.5	$ 436.50
Flagmen	10.00	188	1,880.00	208	2,080.00
Asphalt in Seal	225.00	1	225.00	2.27	510.75
Class "C" Asphalt Concrete Mix	12.00	952	11,424.00	961	11,532.00
Concrete Walks	10.20	460	4,692.00	470	4,794.00
Concrete Driveways	13.80	142	1,959.60	163	2,249.40
Concrete Curbs	4.50	1,325	5,962.50	1,356.78	6,105.51
Extra for Asphalt Driveways	8.00	104	832.00	114	912.00
Adjust Utilities (FA #2)	---	---	2,249.57	---	2,655.20
Construct Curb (FA #3)	---	---	1,600.11	---	1,892.67
Install Conduit Across Road (FA #4)	---	---	---	---	1,929.62
Seeding & Mulching (FA #5)	---	---	60.00	---	244.39
Adjust Inlet Covers (FA #6)	---	---	---	---	1,502.13
	Subtotals		$ 31,262.78		$36,844.17

Increase	$ 5,581.39
Subtotal on Project Agreement Estimate of March 5, 1984	70,520.37
Subtotal	$ 76,101.76
Engineering	11,415.24
Total	$ 87,517.00

TYPE CODE Y031
SIGNAL (STARK ST.-NCL) (CITY SECTION)

Subtotal on Project Agreement Estimate of March 5, 1984	$ 62,602.95
Additional Item - PA#3 Prog Heads & Tether Ped	2,745.70
Subtotal	$ 65,348.65
Engineering	9,801.35
Total	$ 75,150.00

TYPE CODE I000
ROADWAY (COUNTY SECTION) (STA. 41+33 TO STA. 47+00)

Total from Estimate of March 5, 1984 $ 61,740.00

TYPE CODE I000
ROADWAY (URBAN FUNDING) (STA. 47+00 TO STA. 82+45)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Temporary Signs	$ 9.00	248	$2,232.00	280.5	$ 2,524.50
Flagmen	10.00	1,089	10,890.00	1,097	10,970.00
Trench Excavation	11.50	123	1,414.50	178.1	2,048.15
Class "C" Asphalt Concrete Mix	12.00	4,669	56,028.00	4,709.825	56,517.90
12-Inch Sewer Pipe	14.85	68	1,009.80	87	1,291.95
Concrete Inlets, Type CG-3	424.00	26	11,024.00	28	11,872.00
Concrete Walks	10.20	2,360	24,072.00	2,482.7	25,323.54
Concrete Driveways	13.80	51	703.80	57	786.60
Extra for Asphalt Driveways	8.00	1,833	14,664.00	2,011.2	16,089.60
Seeding & Mulching	---	---	390.00	---	1,588.56
	Subtotals		$122,428.10		$129,012.80

Increase	$ 6,584.70
Subtotal on Project Agreement Estimate of March 5, 1984	432,930.05
Subtotal	$ 439,514.75
Engineering	60,500.25
Total	$ 500,015.00

TYPE CODE Y031
SIGNALS (NCL TO SUNSET AVE.) (STA. 47+00 TO STA. 82+15)

Total from Estimate of July 5, 1983 $ 101,457.00

Length of Roadway -------------------- 0.887 mile
Cost of Roadway Per Mile ------------$731,986.47

SUMMARY OF FUNDS (IX 85%) (M 88.15%)

Description	G	Code	Total Cost	Federal Funds	State Funds	City Funds	County Funds
Roadway (City)	1	580	$ 87,517.00	$ 74,389.00	$ ---	$ 13,128.00	$ ---
Signals (City)	1	580	75,150.00	63,877.00	---	11,273.00	---
Roadway (Co.)	2	580	61,740.00	52,479.00	---	---	9,261.00
Roadway(Urban)	3	W32	500,015.00	440,763.00	29,626.00	---	29,626.00
Signals (Urban)	3	W32	101,457.00	89,434.00	6,011.00	---	6,012.00
Total			$825,879.00	$720,942.00	$ 35,637.00	$ 24,401.00	$ 44,899.00

Group 1: 18%; Group 2: 6%; Group 3: 70%; Group 8: 6%
Contract No. 9640
Prefix: 324-1940A
Prefix: 324-1089
WH:bkb

760

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 3-112 & 113		State OREGON
PROJECT REPORT NUMBER		County MARION
MODIFICATION NUMBER 1		Project Number M-IX-1705(9)

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

3-9-84

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on July 11, 19 83, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	186,433 (580) $ 555,717 (W32)	214,831 (580) $ 591,457 (W32)
Federal funds	158,467 (580) $ 489,858 (W32)	182,606 (580) $ 521,369 (W32)
Other revisions		

This modification is made for the following reasons: To include increase in construction costs, and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 9th day of March, 1984.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Gary C. Potter

Manager, Program Section
(Title)

~~By~~ XX FOR: H. S. Coulter

State Highway Engineer
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______________________
(Division Administrator)

For: Dale E. Wilken

Form **PR-2A**
(Rev. 7-83)

Previous editions are obsolete

Gen. Files

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON MARCH 5, 1984

FEDERAL AID PROJECT NO. M-IX-1705(9)

MANBRIN DRIVE N.-STARK ST. N. SECTION
RIVER ROAD NORTH
MARION COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE 1000
ROADWAY (CITY SECTION)(Sta. 35+33 to Sta. 44+43)

Subtotal of previous estimate of July 5, 1983 $ 60,938.58

PREVIOUS ESTIMATE

Flagman	110	Hour	10.00	$ 1,100.00
Cement Treated Base Mix	580	Ton	10.00	5,800.00
Class "C" Asphalt Concrete Mix	815	Ton	12.00	9,780.00
Asphalt Cement in Mix	50	Ton	170.00	8,500.00
Concrete Inlets	2	Each	424.00	848.00
Extra for Asphalt Driveways	30	Sq. Yd.	8.00	240.00
				$ 26,268.00

REVISED ESTIMATE

Flagman	188	Hour	10.00	$ 1,880.00
Cement Treated Base Mix	630	Ton	10.00	6,300.00
Class "C" Asphalt Concrete Mix	952	Ton	12.00	11,424.00
Asphalt Cement in Mix	53	Ton	170.00	9,010.00
Concrete Inlets	3	Each	424.00	1,272.00
Extra for Asphalt Driveways	104	Sq. Yd.	8.00	832.00
Adjust Utilities (E.W.O. #2)		All Required		2,249.57
Const. Curb (E.W.O. #3)		All Required		1,600.11
Install Conduit Across Road (E.W.O. #4)		All Required		1,282.11
				$ 35,849.79

Increase	$ 9,581.79
SUBTOTAL	70,520.37
Engineering	10,577.63
TOTAL	$ 81,098.00

TYPE CODE Y031
SIGNAL (STARK ST.-N.C.L.)(CITY SECTION)

Subtotal of previous estimate of July 5, 1983 $ 53,073.00

ADDITIONAL ITEMS

Revise Electrical Service (PA #2)	All Required	$ 2,302.00
Temporary Signal (E.W.O. #1)	All Required	7,227.54
		$ 9,529.54

Increase	$ 9,529.54
SUBTOTAL	62,602.95
Engineering	9,390.05
TOTAL	$ 71,993.00

TYPE CODE I0000
ROADWAY (COUNTY SECTION)(Sta. 41+33 to Sta. 47+00)

Subtotal of previous estimate of July 5, 1983	$ 50,247.72

PREVIOUS ESTIMATE

Flagman	100	Hour	10.00	$ 1,000.00
Cement Treated Base	500	Ton	10.00	5,000.00
Class "C" Asphalt Concrete	640	Ton	12.00	7,680.00
Asphalt Cement in Mix	40	Ton	170.00	6,800.00
Extra for Asphalt Driveways	40	Sq. Yd.	8.00	320.00
				$ 20,800.00

REVISED ESTIMATE

Flagman	173	Hour	10.00	$ 1,730.00
Cement Treated Base	545	Ton	10.00	5,450.00
Class "C" Asphalt Concrete	730	Ton	12.00	8,760.00
Asphalt Cement in Mix	42	Ton	170.00	7,140.00
Extra for Asphalt Driveways	145	Ton	8.00	1,160.00
				$ 24,240.00

Increase	$ 3,440.00
SUBTOTAL	53,687.72
Engineering	8,052.28
	$ 61,740.00

TYPE CODE I000
ROADWAY (URBAN FUNDING)(Sta. 47+00 to Sta. 82+45)

Subtotal of previous estimate of July 5, 1983	$400,224.25

PREVIOUS ESTIMATE

Class C Asphalt	4,045	Ton	12.00	$ 48,540.00
Asphalt Cement in Mix	240	Ton	170.00	40,800.00
Extra for Asphalt Driveways	530	Sq. Yd.s	8.00	4,240.00
Flagman	590	Hour	10.00	5,900.00
Cement Treated Base	2,970	Ton	10.00	29,700.00
Asphalt in Seal	7	Ton	225.00	1,575.00
8-Inch Sewer Pipe	377	Lin. Ft.	14.85	5,598.45
				$136,353.45

REVISED ESTIMATE

Class C Asphalt	4,669	Ton	12.00	$ 56,028.00
Asphalt Cement in Mix	258	Ton	170.00	43,860.00
Extra for Asphalt Driveways	1,833	Sq. Yds.	8.00	14,664.00
Flagman	1,089	Hour	10.00	10,890.00
Cement Treated Base	3,179	Ton	10.00	31,790.00
Asphalt in Seal	16	Ton	225.00	3,600.00
8-Inch Sewer Pipe	450	Lin. Ft.	14.85	6,682.50
Temp. Prot./Dir. of Traffic (P.A. #1)		All Required		222.00
Clearing and Grubbing (PA #1)		All Required		1,322.75
				$169,059.25

Increase	$ 32,705.80
SUBTOTAL	432,930.05
Engineering	57,069.95
TOTAL	$490,000.00

TYPE CODE Y031
SIGNALS (N.C.L. TO SUNSET AVE.)(Sta. 47+00 to Sta. 82+15)

Total the same as previous estimate of July 5, 1983	$101,547.00

Length of Roadway ---------------- 0.887 mi.
Cost of Roadway Per Mile --------- $713,458.85

SUMMARY OF FUNDS (IX 85%)(M 88.15%)

DESCRIPTION	G	CODE	TOTAL COST	FEDERAL FUNDS	STATE FUNDS	CITY FUNDS	COUNTY FUNDS
Roadway(City)	1	580	$ 81,098	$ 68,933	$ ---	$ 12,165	$ ---
Signals(City)	1	580	71,993	61,194	---	10,799	---
Roadway (County)	2	580	61,740	52,479	---	---	9,261
Roadway (Urban)	3	W32	490,000	431,935	29,032	---	29,033
Signals(Urban)	3	W32	101,457	89,434	6,011	---	6,012
TOTAL			$806,288	$703,975	$ 35,043	$22,964	$44,306

Group 1: 18%; Group 2: 6%; Group 3: 70%; Group 8: 6%
Contract No. 9640
Prefix: 324-1940A
Prefix: 324-1089

DAR:pf

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 7-35-86	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT**	State OREGON County Marion Project No. M-IX-1705(9)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Manbrin Dr. N. - Stark St. N. Section

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	4-20-83	0.887
OTHER *(Specify)*		

FUNDS Pro Rata %

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
186,433.00 (580) $ 555,711.00 (W32)	158,467.00 (580) $ 489,858.00 (W32)

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Larry A. Potter

Manager, Program Section
(Title)

XX FOR: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

for DALE E. WILKEN
Division Administrator

Date executed by Division Administrator 7-11-83

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON July 5, 1983

FEDERAL AID PROJECT NO. M-IX-1705(9)

MANBRIN DRIVE N.-STARK ST. N. SECTION
RIVER ROAD NORTH
MARION COUNTY

PROJECT AGREEMENT ESTIMATE

TYPE CODE I000
ROADWAY (CITY SECTION)(Sta. 35 + 33 to Sta. 44 + 43)

Mobilization	10%	All Required		$ 5,124.00
Temporary Protection and Direction of Traffic	13%	All Required		780.00
Temporary Signs	42	Sq. Ft.	9.00	378.00
Temporary Barricades	5	Each	34.00	170.00
Temporary Plastic Safety Markers	4	Each	34.00	136.00
Flagmen	110	Hour	10.00	1,100.00
Clearing and Grubbing	5%	All Required		1,787.50
Removal of Structures and Obstructions	5%	All Required		287.50
General Excavation	500	Cu. Yd.	7.50	3,750.00
Trench Excavation	2	Cu. Yd.	11.50	23.00
Finishing Roadbed and Slopes	6%	All Required		172.50
Furnishing and Placing Topsoil	40	Cu. Yd.	10.75	430.00
Watering	5	M-Gal.	10.00	50.00
Cement Treated Base Mixture	580	Ton	10.00	5,800.00
Portland Cement in CTB Mixture	32	Ton	70.00	2,240.00
Asphalt in Seal	1	Ton	225.00	225.00
Aggregates In Choke Seal	3	Ton	10.00	30.00
Class "C" Asphalt Cement Mixture	815	Ton	12.00	9,780.00
Asphalt Cement in Mixture	50	Ton	170.00	8,500.00
Asphalt in Tack Coat	2	Ton	225.00	450.00
8-inch Sewer Pipe	14	Lin. Ft.	14.85	270.90
Concrete Inlets, Type CG-3	2	Each	424.00	848.00
Concrete Walks	460	Sq. Yd.	10.20	4,692.00
Concrete Driveways	142	Sq. Yd.	13.80	1,959.60
Concrete Curbs	1,325	Lin. Ft.	4.50	5,962.50
Extra for Asphalt Approaches	1	Each	200.00	200.00
Extra for Asphalt Driveways	30	Sq. Yd.	8.00	240.00
Adjusting Manholes	5	Each	212.00	1,060.00
Capping Inlets	2	Each	212.00	424.00
Removal of Existing Signs	13%	All Required		48.23
Wood Sign Posts	21%	All Required		1,424.85
Type "C" and "D" Signs in Place	12	Sq. Ft.	8.50	102.00
Type "T" Signs in Place	2	Sq. Ft.	12.70	25.40
Type "U" Signs in Place	32	Sq. Ft.	13.80	441.60
Move and Reinstall Existing Signs	13%	All Required		169.00
				$ 59,018.58

ANTICIPATED ITEMS

Permanent Pavement Striping	12%	All Required	$ 1,440.00
Temporary Pavement Striping	12%	All Required	360.00

Temporary Erosion Control	12%	All Required		60.00
Roadside Seeding & Mulching	12%	All Required		60.00
				1,920.00
			SUBTOTAL	$ 60,938.58
			Engineering	8,226.42
			TOTAL	$ 69,165.00

TYPE CODE Y031
SIGNAL (STARK ST. TO N.C.L.)(CITY SECTION)

Traffic Signal Installation, Stark St. to N.C.L.		All Required		$ 44,660.00
Fire Pre-emption, Stark-Shangrila Ave. Signal		All Required		5,830.00
				$ 50,490.00

ANTICIPATED ITEMS

State Furnished Software	36%	All Required		$ 540.00
Signal Controller Testing	36%	All Required		2,043.00
				$ 2,583.00
			SUBTOTAL	$ 53,073.00
			Engineering	7,164.00
			TOTAL	$ 60,237.00

TYPE CODE I000
ROADWAY (COUNTY SECTION)(Sta. 41 + 33 to Sta. 47 + 00)

Mobilization	5%	All Required		$ 2,562.00
Temporary Protection and Direction of Traffic	12%	All Required		720.00
Temporary Signs	40	Sq. Ft.	9.00	360.00
Temporary Barricades	4	Each	34.00	136.00
Temporary Plastic Safety Markers	4	Each	34.00	136.00
Flagmen	100	Hour	10.00	1,000.00
Clearing and Grubbing	5%	All Required		1,787.50
Removal of Structures and Obstructions	5%	All Required		287.50
General Excavation	382	Cu. Yd.	7.50	2,865.00
Trench Excavation	5	Cu. Yd.		57.50
Finishing Roadbed and Slopes	5%	All Required		143.75
Furnishing and Placing Topsoil	30	Cu. Yd.	10.75	322.50
Watering	4	M-Gal.	10.00	40.00
Cement Treated Base Mixture	500	Ton	10.00	5,000.00
Portland Cement in CTB Mixture	28	Ton	70.00	1,960.00
Asphalt in Seal	1	Ton	225.00	225.00
Aggregates in Choke Seal	3	Ton	10.00	30.00
Class "C" Asphalt, Concrete Mixture	640	Ton	12.00	7,680.00
Asphalt Cement in Mixture	40	Ton	170.00	6,800.00
Asphalt in Tack Coat	2	Ton	225.00	450.00
8-inch Sewer Pipe	21	Lin. Ft.	14.85	311.85
Concrete Inlets, Type CG-3	3	Each	424.00	1,272.00
Concrete Walks	380	Sq. Yd.	10.20	3,876.00
Concrete Driveways	165	Sq. Yd.	13.80	2,277.00
Concrete Curbs	1,085	Lin. Ft.	4.50	4,882.50

Extra for Asphalt Approaches	3	Each	200.00	600.00
Extra for Asphalt Driveways	40	Sq. Yd.	8.00	320.00
Capping Inlets	3	Each	212.00	636.00
Removal of Existing Signs	12%	All Required		44.52
Wood Sign Posts	18%	All Required		1,221.30
Type "EE" Signs in Place	13	Sq. Ft.	10.60	137.80
Type "T" Signs in Place	8	Sq. Ft.	12.70	101.60
Type "U" Signs in Place	18	Sq. Ft.	13.80	248.40
Move and Reinstall Existing Signs	12%	All Required		156.00
				$ 48,647.72

ANTICIPATED ITEMS

Permenent Pavement Striping	10%	All Required		$ 1,200.00
Temporary Pavement Striping	10%	All Required		300.00
Temporary Erosion Control	10%	All Required		50.00
Roadside Seeding and Mulching	10%	All Required		50.00
				$ 1,600.00
			SUBTOTAL	$ 50,247.72
			Engineering	6,783.28
			TOTAL	$ 57,031.00

TYPE CODE IOOO
ROADWAY (URBAN FUNDING)(Sta. 47 + 00 to Sta. 82 + 45)

Mobilization	85%	All Required		$ 43,554.00
Temporary Protection and Direction of Traffic	75%	All Required		4,500.00
Temporary Signs	248	Sq. Ft.	9.00	2,232.00
Temporary Barricades	26	Each	34.00	884.00
Temporary Plastic Safety Markers	22	Each	34.00	748.00
Flagmen	590	Hour	10.00	5,900.00
Clearing and Grubbing	90%	All Required		32,175.00
Removal of Structures and Obstructions	90%	All Required		5,175.00
General Excavation	3,288	Cu. Yd.	7.50	24,660.00
Trench Excavation	123	Cu. Yd.	11.50	1,414.50
Finishing Roadbed and Slopes	89%	All Required		2,558.75
Furnishing and Placing Topsoil	645	Cu. Yd.	10.75	6,933.75
Watering	31	M-Gal.	10.00	310.00
Cement Treated Base Mixture	2,970	Ton	10.00	29,700.00
Portland Cement in CTB Mixture	165	Ton	70.00	11,550.00
Asphalt in Seal	7	Ton	225.00	1,575.00
Aggregates in Choke Seal	49	Ton	10.00	490.00
Class "C" Asphalt Concrete Mixture	4,045	Ton	12.00	48,540.00
Asphalt Cement in Mixture	240	Ton	170.00	40,800.00
Asphalt in Tack Coat	12	Ton	225.00	2,700.00
Concrete in Walls	36	Cu. Yd.	200.00	7,200.00
Reinforcement in Walls	530	Lb.	.55	291.50
8-inch Sewer Pipe	377	Lin. Ft.	14.85	5,598.45
12-inch Sewer Pipe	68	Lin. Ft.	14.85	1,009.80
Extra for Pipe Under Pavement	50	Lin. Ft.	21.20	1,060.00
Concrete Inlets, Type CG-3	26	Each	424.00	11,024.00
Concrete Inlets, Type CG-2	4	Each	371.00	1,484.00

Concrete Inlets, Special	1	Each	212.00	212.00
Concrete Walks	2,360	Sq. Yd.	10.20	24,072.00
Concrete Driveways	1,123	Sq. Yd.	13.80	15,497.40
Concrete Curbs	6,970	Lin. Ft.	4.50	31,365.00
Extra for Asphalt Approaches	8	Each	200.00	1,600.00
Extra for Asphalt Driveways	530	Sq. Yd.	8.00	4,240.00
Adjusting Manholes	10	Each	212.00	2,120.00
Capping Inlets	37	Each	212.00	7,844.00
Removal of Existing Signs	75%	All Required		278.25
Wood Sign Posts	61%	All Required		4,138.85
Type "C" and "D" Signs in Place	57	Sq. Ft.	8.50	484.50
Type "EE" Signs in Place	43	Sq. Ft.	10.60	455.80
Type "T" Signs in Place	31	Sq. Ft.	12.70	393.70
Move and Reinstall Existing Signs	75%	All Required		975.00
				$387,744.25

ANTICIPATED ITEMS

Permanent Pavement Striping	78%	All Required		$ 9,360.00
Temporary Pavement Striping	78%	All Required		2,340.00
Temporary Erosion Control	78%	All Required		390.00
Roadside Seeding & Mulching	78%	All Required		390.00
				$ 12,480.00
			SUBTOTAL	$400,224.25
			Engineering	54,029.75
			TOTAL	$454,254.00

TYPE CODE Y031
SIGNALS (N.C.L. to SUNSET AVE.)(Sta. 47 + 00 to Sta. 82 + 15)

Traffic Signal Installation, N.C.L. to Sunset Ave.		All Required		$ 75,470.00
Fire Pre-emption, Glynbrook and Sunset Signals		All Required		9,328.00
				$ 84,798.00

ANTICIPATED ITEMS

State Furnished Software	64%	All Required		$ 960.00
Signal Controller Testing & Turnon	64%	All Required		3,632.00
				$ 4,592.00
			SUBTOTAL	$ 89,390.00
			Engineering	12,067.00
			TOTAL	$101,457.00

Length of Roadway ---------------- 0.887 mi.
Cost of Roadway Per Mile --------- $654,396.84

SUMMARY OF FUNDS (IX 85%)(M 88.15%)

DESCRIPTION	G	CODE	TOTAL COST	FEDERAL FUNDS	STATE FUNDS	CITY FUNDS	COUNTY FUNDS
Roadway (City)	1	580	$ 69,165	$ 58,790	$ --	$10,375	$ --
Signals (City)	1	580	60,237	51,201	--	9,036	--
Roadway (Co.)	2	580	57,031	48,476	--	--	8,555
SUBTOTAL		580	$186,433	$158,467	$ --	$19,411	$ 8,555
Roadway (Urban)	3	W32	454,254	400,424	26,915	--	26,915
Signals (Urban)	3	W32	101,457	89,434	6,011	--	6,012
SUBTOTAL		W32	$555,711	$489,858	$32,926	$ --	$32,927
TOTAL			$742,144	$648,325	$32,926	$19,411	$41,482

Group 1 1%; Group 2 6%; Group 3 70%; Group 8 6%
Contract No. 9640
Prefix: 324-1940A
Prefix: 324-1089

96-40

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
M-IX-1705(9)

2. STATE PROJECT NO.
See Below

2A. COUNTY NAME
Marion

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO.
80302

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE
10/16/84

8. FEDERAL ROUTE NUMBER
FAU 1705

9. STATE ROUTE NUMBER
City Street

10. GENERAL LOCATION:

Manbrin Drive North - Stark Street North Section

11. GENERAL DESCRIPTION OF WORK

Place asphalt along back of sidewalks and driveway areas to ease slope and improve traffic flow

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 10/16/84 as requested in Mr. Fredrickson's letter of 11/28/84 as being cost effective for the use of State forces to proceed with the above work. State Force Order No. 7 is approved for a TEC of $1,000; Federal Funds $882.

RECEIVED
STATE HWY ENGR
DEC 19 '84
REFER TO
Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig. to
12/19

14. DATE
12/17/84

15. SIGNATURE OF APPROVING OFFICIAL
G. K

16. TITLE
for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

U. S. DEPARTMENT OF TRANSPOR 'TION
FEDERAL HIGHWAY ADMINIS TION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. M-IX-1705(9)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Marion

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division, Salem, OR

4. PROGRAM NO.

5. ITEM NO. 80302

6. TO
Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 2/15/84

8. FEDERAL ROUTE NUMBER FAU 1705

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:
Manbrin Drive North - Stark Street North Section

11. GENERAL DESCRIPTION OF WORK
Furnish and install reflective buttons

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY	☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION	☒ xxx CONSTRUCTION PROCEED ON ~~XXXXXXXXXXXXXXXXXXX~~ FORCE ACCOUNT BASIS
☐ ACQUISITION OF RIGHT-OF-WAY	☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 2/15/84 as requested in Mr. Fredrickson's letter of 3/28/84 as being cost effective for the use of County forces to proceed with the above work. State Force Order No. 6 representing work to be performed by Marion County Forces is approved for a TEC of $1,580 Federal funds $1,343.

RECEIVED
STATE HWY ENGR
APR 17 '84
REFER TO [illegible]
FOR
Info | [illegible] | R/D | D/R | Sign | Act | File

orig 4/18

14. DATE 4/9/84

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hasener

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9-4

F

9i)

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO

DATE: February 15, 1984

TO: Oregon Transportation Commission

CON

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Manbrin Drive N.-Stark Street N. Section
FAU 1705 (River Road North), Marion County
Contract No. 9640

This federal-aid project was recently completed and it is now apparent that the final cost will exceed the project authorization by $64,800 or 8.7 percent.

Additional quantities of asphalt paving materials were required for spot patching and leveling of the existing pavement to establish base paving elevations. Driveway construction had to be extended to properly match abutting properties. Overrun of these items added approximately $26,000 to the cost of the project.

The existing traffic signal pole at the Shangri-La Avenue Intersection was in conflict with the widening of North River Road. A temporary traffic signal was required but provisions for this were inadvertently omitted from the contract authorization. The necessary equipment was provided by State forces and installed by the contractor. This work added approximately $8,950 to the cost of the project.

Prior to the beginning of contract work, Marion County requested that Glynbrook Street be widened to allow addition of a right-turn lane. This was done in response to a petition drive by local residents. Addition of the right-turn lane also necessitated modification of the existing signal system. These items added approximately $12,000 to the cost of the project.

The balance of the overrun consists primarily of additional construction engineering which overran because of the nature of the work being performed and the addition of the above items.

FRED MILLER

There are sufficient funds available in the category of work and all the increase, except $11,208, is eligible for federal participation.

I recommend that the authorization be increased by $64,800 to a new total of $806,946.48. This matter will be on the consent calendar for the February 28 meeting.

HHP:mk sl

bc Fred D. Miller
R. W. Gormsen
C. O. Fredrickson
V. E. Skoog
D. O. Christensen
George Bell

DOT DIRECTOR
FEB 17 '84
REFER TO
FOR
Sign Act File

DATE: February 15, 1984

TO: Oregon Transportation Commission CON

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Manbrin Drive N.-Stark Street N. Section
FAU 1705 (River Road North), Marion County
Contract No. 9640

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HHP:mk sl

bc Fred D. Miller
R. W. Gormsen
C. O. Fredrickson
V. E. Skoog
D. O. Christensen
George Bell

STATE OF OREGON **INTEROFFICE MEMO**

Highway Construction 378-6318 FILE: CON 5

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: February 14, 1984

O. B. Jackmond

FROM: O. B. Jackmond, P.E., P.L.S.
Contract Administration Engineer

O.K. - WES

SUBJECT: Request for Increase in Project Authorization
Manbrin Drive N.-Stark Street N. Section
FAU 1705 (River Road North), Marion County
Contract No. 9640

This federal aid project was recently completed and it is now apparent that the final cost will exceed the project authorization by $64,800.00 or 8.7 percent.

Additional quantities of asphalt paving materials were required for spot patching and leveling of the existing pavement to establish base paving elevations. Driveway construction had to be extended to properly match abutting properties. Overrun of these items added approximately $26,000 to the cost of the project.

The existing traffic signal pole at the Shangri-La Avenue Intersection was in conflict with the widening of N. River Rd. A temporary traffic signal was required but provisions for this were inadvertently omitted from the contract authorization. The necessary equipment was provided by State forces and installed by the contractor. This work added approximately $8,950 to the cost of the project.

Prior to the beginning of contract work, Marion County requested that Glynbrook Street be widened to allow addition of a right-turn lane. This was done in response to a petition drive by local residents. Addition of the right-turn lane also necessitated modification of the existing signal system. These items added approximately $12,000 to the cost of the project.

The balance of the overrun consists primarily of additional construction engineering which overran because of the nature of the work being performed and the addition of the above items.

There are sufficient funds available in the category of work and all the increase, except $11,208, is eligible for federal participation.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $64,800.00. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:HHP:mk

Attach.

cc: C. O. Christensen
Arvey Nelson
R. D. Church
W. F. Cobine

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. M-IX-1705(9)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Marion

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 80302

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 5/31/83

8. FEDERAL ROUTE NUMBER FAU 1705

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:
Manbrin Drive North - Stark Street North Section

11. GENERAL DESCRIPTION OF WORK
Assemble temporary signal to be installed by contractor

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON ~~AN AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 5/31/83 as requested in Mr. Keasey's letter of 7/11/83 as being cost effective for the use of State Forces to proceed with the above work. State Force Order No. 4 is approved for a TEC of $1,000 Federal Funds $881.

RECEIVED
STATE HWY ENGR
JUL 22 '83
REFER TO Potter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Orig to 7/22

14. DATE 7/19/83

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9640

June 21, 1983

Fabricators, Incorporated
2705 Lancaster Dr., SE
Salem, OR 97305

CON 5
#9640

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

> Contract No. 9640 for work on the Manbrin Drive N.-Stark Street N. Section of FAU 1705 (River Road North) in Marion County.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dc
Enclosure

cc: Industrial Indemnity Co.
Bond Department
421 S.W. 6th Avenue
Portland, OR 97204

bc: C. T. Keasey
Walt Hart
Robert Church
Jan Peterson
C. O. Fredrickson
Arvey Nelson
L. E. George

(contract signature pages attached)

FABRICATORS INCORPORATED
EQUIPMENT SALES, RENTAL AND REPAIR
2705 LANCASTER DRIVE N.E. • SALEM, OREGON 97303 • PHONE (503) 363-2479

May 17, 1983

Mr. John Widmer
EEO & Labor Compliance
1158 Chemeketa St.
Salem, OR 97310

Re: Manbrin Dr. N. - Stark St. N. (N. River Rd.) # 9640
Project bid May 12, 1983

Dear Sir:

We intend to fulfill the required MBE & WBE goals on the above referenced project by subcontracting the items listed below to Retana Enterprises, Inc., which is certified as both a minority and woman owned business.

Item No.	Quantity	Unit Price	Total
6	800 hrs.	8.50	6,800.00
10	130 cy	10.00	1,300.00
21	36 cy	175.00	6,300.00
22	530 lb.	.70	371.00
23	412 lf	13.70	5,644.40
24	68 lf	13.00	884.00
25	50 lf	30.00	1,500.00
26	4 ea	350.00	1,400.00
27	31 ea	423.00	13,113.00
28	1 ea	1766.00	1,766.00
			39,078.40

The total amount bid on this contract was $630,743.55 which makes the amount subcontracted to Retana Enterprises at 6.2%. The minority business enterprise goal on this project was 5% and the women business enterprise goal 1% for a total of 6%.

Sincerely,

Roy L. Houck, Jr.
President

RLH:slk

RECEIVED
MAY 17 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc Kay Turner

9 7

HIGHWAY DIVISION - LOCATION UNIT LOC 19

FILE May 11, 1983

H. S. Coulter
State Highway Engineer

Footpaths and Bicycle Trails
May 12, 1983 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened May 12, 1983 on the following projects:

1. Mystic Creek-Camas Valley
   Coos Bay-Roseburg Highway, Douglas County
   Grading, Paving and Structures

   Twelve-foot lanes with eight-foot shoulders on roadway and structures available for bicycle and pedestrian use.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established ...where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

2. Frankport Slide
   Oregon Coast Highway, Curry County
   Grading and Paving

   Twelve-foot lanes with six-foot shoulders available for bicycle and pedestrian use.

   Same as No. 1.

3. Long Creek Rock Production
   Kimberly-Long Creek Highway, Grant County
   Aggregate Crushing

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

4. Cove Creek (Winona Road) Bridge
   Winona Road, Josephine County
   Structure

   Twelve-foot lanes and four-foot shoulders on approaches and structure.

   Same as No. 1.

5. Beatty Slough Bridge
   Coleman Valley Road, Lake County
   Structure

   Twenty-four-foot roadway on structure and aggregate approaches.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states, "footpaths and trails are not required to be established ...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

6. Goshen-Cottage Grove

   Postponed.

7. Tillamook-Fogerty Creek
   Oregon Coast Highway, Lincoln & Tillamook Counties
   Guardrail Installation

   Same as No. 3.

8. Manbrin Drive-Stark Street (Salem)
   River Road North, Marion County
   Grading, Paving and Signals

   Multi-lane construction with continuous left-turn lane. Five-foot sidewalks available for pedestrian and bicycle use.

   Same as No. 1.

9. Wilson River Bridge-Jordan Creek
   Wilson River Highway, Tillamook County
   Grading, Paving and Structures

   Twelve-foot lanes with climbing lane as needed and four-foot shoulders. The structure over Wilson River will have a thirty-foot roadway and the structure over Jordan Creek will have a thirty-two-foot roadway and a four-foot sidewalk.

   Same as No. 1.

10. Elgin Rock Production
    Weston-Elgin Highway, Union County
    Aggregate Production

    Same as No. 3.

11. Washington County Pavement Marking No. 2
Various Highways, Washington County
Pavement Markings

Twelve-inch thermoplastic pavement line will be used for pedestrian crosswalks on this project.

RPS:ge

cc E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
Goerge Bell
Don Harwell
D. A. Ridings

May 11, 1983

AGR

Board of County Commissioners
Marion County
Courthouse
Salem, OR 97301

Attn: Edwin P. Morgan
County Clerk

City of Salem
City Hall
Salem, OR 97301

Attn: Patricia Wolfe
City Recorder

MISC. CONTRACTS and
AGREEMENTS No.______

Gentlemen or Ladies:

Attached for your records is a fully executed copy of an agreement with Marion County, City of Salem and the Highway Division covering the Manbrin Drive-Salem N.C.L. Section of North River Road.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

FKN:bk

Att.

bc: Don Harwell (agree. att.)

r11

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. M-IX-1705(9)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Marion

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 80302

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
4/20/83	FAU 1705	City Street

10. GENERAL LOCATION:
Manbrin Drive North - Stark Street North Section

11. GENERAL DESCRIPTION OF WORK
Grade, drain, high type pavement and traffic signals

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)*

Temporary Erosion Control	$ 500
State Furnished Software	$ 1,500
Signal Controller Testing	$ 5,675
Temporary Pavement Striping S.F.	$ 3,000
Permanent Pavement Striping S.F.	$11,900

13. REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's 4/18/83 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $819,813 Federal Funds $715,749.

A signed copy of the Title Sheet is returned herewith.

RECEIVED
STATE HWY ENGR
APR 25 '83
REFER TO Potter
FOR
Info File

Orig w/ att. to 4/29

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
4/20/83	G. K. [illegible]	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

ROAD DESIGN SECTION

DES 16

April 13, 1983

RECEIVED
APR 13 1983
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up ...../...../
Action

C. O. Fredrickson
Region II Engineer

J. H. Versteeg
Road Design Engineer

Use of Profilograph on
Manbrin Drive N.-Stark Street N. Section

We have been requested by Robert Hansen, Director of Public Works for Marion County, to specify a profilograph test on the surface of the asphalt concrete pavement on the Manbrin Drive N.-Stark Street N. project.

This is a typical urban street project which involves overlaying an existing pavement, meeting street intersection grades and working around manholes, catch inlets and concrete curbs.

We have not developed sufficient field data from profilograph tests to establish a reasonable index value for this type of project.

California has a profilograph specification developed for use on asphalt concrete pavement but they do not use it on this type of urban street project.

We are in the process of developing our own profilograph pavement smoothness specification for asphalt concrete pavement, but at the present time do not have one that we could confidently use and enforce.

In place of a profilograph specification, we have required on this project that the contractor perform job control testing with a 12-foot rolling straightedge. The surface tolerance shall be within 0.015-foot. When tests show irregularities exceeding this tolerance, the surface shall be corrected and brought within this tolerance by means approved by the engineer and the contractor shall correct his equipment or procedures as necessary to eliminate the unacceptable finished surface.

We believe that this is a reasonable approach to obtaining the desirable result on the urban pavement overlay project. The other alternate is to specify something that may not be reasonable and may not be enforceable. It could result in contractor claims. Please advise Mr. Hansen of Marion County that we share their concern. We believe the smoothness specification included in the special provisions for this project will assure the desired results.

JHV:AB:ja:rw

,-hold

STATE OF OREGON
Highway Division - Region 2

INTEROFFICE MEMO
378-2626

TO:	Steve Macnab SPECIFICATIONS ENGINEER	**DATE:**	April 4, 1983
FROM:	Phillip O. Stearns Phil S REGION 2 FEDERAL AID SPECIALIST		
SUBJECT:	Manbrin Drive - Stark Street Section North River Road		

Attached is a letter from Marion County regarding a surface tolerance specification for the subject project.

Region Office respects the request and suggests if the specification can be included, we should do so. The County does not want the project held up because of the request. If time does not allow the addition, at least the County feels the matter has been documented.

attch.

POS/rgb

1 Versteeg ✓
Anderson
Adams
V Macnab s.Hon
Stoudenmeyer
Terpin
Trout
Wakerlig

RECEIVED
APR 4 1983
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

Contains Recycled Materials

ROBERT J. HANSEN, DIRECTOR
ENGINEERING 588-5036
INSPECTION & SURVEYING
588-5325

DEPARTMENT OF PUBLIC WORKS

300 Senator Building, 220 High St. N.E. Salem, Oregon 97301

April 1, 1983

REGION 2 ENGINEER
RECEIVED
APR 1 1983
☐ RLE ☐ RSE
☐ RE ☐ RCE ☐ RME ☐ RTE ☐ ROE S
☐ ULE ☐ GEO ☐ PSO ☐ ENV ☐ FE

Mr. Phillip O. Stearns
Region Federal Aid Specialist
Oregon Department of Transportation
Oregon State Highway Division
Region II - 2960 E. State Street
Salem, Oregon 97310

RE: Surface Tolerance Specifications
N. River Road

Dear Mr. Stearns:

Marion County Department of Public Works is concerned about the surface tolerance specification for two projects that ODOT is administering on our behalf. Both the Greenwood Drive - Manbrin Avenue Section and the Manbrin Drive - Stark Street Section of North River Road are scheduled for bid letting this summer.

We realize that the pavement placed under the Chemawa Road - Greenwood Drive Section was an accident and unlikely to happen again. The undulations in the pavement demonstrated that the existing 10-foot straight edge specification (Sec. 403.48) is not adequate to guarantee a smooth riding surface.

It would be irresponsible of us as public servants not to develop a specification that better protects the public interest. After reviewing the several methods of measuring cumulative surface deflections currently in use by public agencies, we believe the Profile Index is the fairest method.

The Profile Index was designed to be used on new pavements where the contractor has control of the base and leveling courses, as well as the asphalt concrete wearing surface. The Profile Index will have to be modified for an overlay project.

There seems to be a narrow range of index standards within the industry for new pavements. However, there is little similar consensus within the industry on which to base a Profile Index for overlay projects. As the specification will be pioneering new ground, it should be liberal rather than too restrictive. We have attached a draft specification as one we feel would protect the public interest. The riding surface on N. River Road last year would not have been accepted by the most liberal standards so that any reasonable index value would be better than none.

Letter to Phil Stearns
From Robert J. Hansen
Re: Surface Tolerance Specifications
N. River Road
April 1, 1983
Page2

As Marion County does not have a profilograph and ODOT only has two, it is appropriate to leave the need to exercise the specification up to the Project Engineer. If the roadway is not questionable in the Engineer's judgement, then the test need not be made.

We feel that it is essential to include in this year's specification some means of remedying a situation similar to that experienced on N. River Road last year where the specifications were met, but the surface was unacceptable. To not make some adjustments following that experience is unacceptable from our standpoint.

Sincerely,

Robert J. Hansen
Director of Public Works

BM:cg

cc: Arthur L. Brummitt
Duane Christensen

Attachment

403.48 Surface Tolerances - Add: Subsection 401.48 is amended to add: The top surface of the finished pavement shall be a Profile Index of 12 inches per mile or less with limitations of count in 0.1 mile sections for each travel lane. In addition to the requirements for average Profile Index, all areas representing high points deviations in excess of 0.3-inch shall be reduced by abrasive means until such deviations do not exceed 0.3 inches. A fog seal coat shall be applied in all areas which have been ground. Thickness of pavement removed shall not exceed 0.25 inch. If more than 0.25 inch of the asphalt concrete is to be removed, it shall be removed to a depth of 1 1/2 times as thick as the maximum sized aggregate in the bituminous mixture and replaced as directed by the Engineer.

Full compensation for grinding pavement and furnishing and applying fog seal coat to areas which have been ground will be considered as included in the contract price paid per ton for Class B asphalt mixture and no additional compensation will be allowed therefor.

The determination of the need to exercise the right to make a Profile Index shall rest with the Engineer. The test if used shall be done in conformance with California Test 526 as here modified and will be done at no cost to the contractor.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.: PRO 6-2

DATE: April 4, 1983

TO: Executive Department
Federal-Aid Coordination Unit

FROM:
D. E. Swan, P.E.
Program Control Engineer

SUBJECT: Federal-Aid Funding Application

In compliance with step 7 of Procedure 13-020-02 of Executive Memorandum 02-270-20, we are submitting one copy of the completed application for federal-aid funding of the following:

Item No.	Project No.	Section Name & PNRS No.
80302	M-IX-1705(9)	Manbrin Dr. N.-Stark St. N. No. 7803-2-2070

JLG:lb

Att.

cc Dale E. Wilken
General Files

Form 734-3122

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO

TO: Steve Macnab
Specifications Engineer

DATE: ~~January 28, 1983~~ 2-11-83

FROM: D. E. Swan
Acting Program Section Manager

SUBJECT: North River Road Improvement

The attached letter from Robert Hansen, dated November 10, 1982, identifies the project that Marion County wants designed and constructed as Phase 2 (Manbrin Dr.-Stark St.) on N. River Rd.

Subsequent to Hansen's letter, we have received the '83 apportionemnt which provides ample funding (approximately $680,000) for Phase 2.

GEZ:pf
Attachment

Bill-copy for file
Kg copy
2 MacNab
31
ROAD DESIGN SECTION

Combining Greenwood-Manbrin with Manbrin-Stark Job. Deleted Signal work at Greenwood [illegible] - doing [illegible] to Shangri-La signal for approx. $20,000. Advised Signal Design & City-County. Job Cost Est. 675,000.
F. Eriksen
[illegible]-12-83

81-125-1367

ROBERT J. HANSEN, DIRECTOR
ENGINEERING 588-5036
INSPECTION & SURVEYING 588-5325

DEPARTMENT OF PUBLIC WORKS

300 Senator Building, 220 High St. N.E. Salem, Oregon 97301

November 10, 1982

Mr. Phillip O. Stearns
Region Federal Aid Engineer
Oregon Department of Transportation
Oregon State Highway Division
Region II - 2960 E. State Street
Salem, Oregon 97310

Re: North River Road Improvement
FAU 1705

Dear Phil:

It is understood that approximately $140,000 of Federal Aid Urban funds remain in the Salem Area FY 82 and prior year allocations, and that the State of Oregon has been authorized by continuing resolution to further obligate FY 83 Federal funds equal to approximately 25% of FY 82 levels. It therefore appears appropriate to immediately continue construction of the second stage of the Chemawa Road-Stark Street section of the N. River Road improvement project.

In order to obtain maximum possible length of roadway construction with available dollars, it is requested that OSHD take the following actions:

a) Prepare construction-finance agreement providing for the project to commence on River Road at the southern limits of the FAIX project - River Road N. -Alder Drive N.E. section of Cherry Avenue and to terminate on River Road at the Keizer city limits just south of Plymouth Drive N.E., or as near to this point as available Federal funds permit.

b) Prepare construction-finance agreement providing for an 88-6-6 Federal-State-County match ratio.

c) Schedule and work toward award of the construction contract in early spring, 1983, to permit construction during the most favorable construction weather.

d) Construct this project in accordance with preliminary plans for the Chemawa Road-Stark Street section previously approved by Marion County in March, 1981, with the following modifications or additions:

1. Contract specifications for this project should include the special requirements for maintaining access to individual properties that were included in the contract for the "Chemawa Road-Greenwood Drive section of N. River Road" project.

2. Curb details should be changed to provide a type A monolithic — done curb and gutter. This would necessitate a change in lane width to allow for the gutter. The revised typical section for N. River Road should be: ½ foot setbacks, 4½ foot sidewalks, 2 foot curbs and gutters, 11½ foot outside travel lanes, 11 foot inside lanes and a 13 foot median lane.

3. Any existing private drainage pipes that drain to the street should be retained or replaced in kind by the project.

4. Where existing drainage to roadway areas would be impeded by construction of sidewalks and/or curbs, 3-inch plastic drains should be provided to continue this drainage through the new sidewalk and curb.

5. Instead of including the signals at Glynbrook and Sunset in Stage 2, we prefer to use the limited FAU funds available to widen N. River Road by including those signals in Stage 3. By so doing, we anticipate moving the project limits from Glynbrook to Plymouth. The necessary signal interconnection conduits should be installed in the pavement under Stage 2. Future signal installation conduits are requested at Glynbrook Street, Sunset Avenue and Bever Drive.

Right-of-way acquisition and utility relocations for the second stage of project construction were acted upon concurrently with those for first stage construction. A few related actions have been deferred until project bid paving is scheduled, but no difficulty is expected in clearing these items before construction bids are solicited. County matching funds have been reserved for this project. Any further Marion County actions necessary to advance this project to construction will be assigned highest priorities. (Also note that Marion County will act for the new City of Keizer until City officials are selected by voters in 1983.)

Subject to timely City approval of the construction-finance agreement for the I-305 transfer project for improvement of the River Road-Alder Drive section of Cherry Avenue, it is hoped that construction of both projects can be coordinated to afford minimum disruption of traffic and of accesses to adjoining properties. However, delays in the I-305 transfer project should not be permitted to delay Stage 2 FAU construction on N. River Road.

Please proceed with Stage 2 FAU construction on N. River Road as outlined above and advise as further Marion County action is appropriate.

Sincerely,

Robert J. Hansen
Director of Public Works

JJG:cg

cc: Board of Commissioners
Ed Hunter
Dave Moehring
Ron Merry

1983 Wilson Rv. Br.-Jordan Cr. 9641
Sec. of the Wilson Rv. Hwy. E-NE of
Tillamook. (Grading & Paving)

jc cc OSHD (L. W. Rulien)

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 4	COUNTY Tillamook	DIVISION Oregon
DATE OF REPORT 9-12-86	REPORT MADE BY W. H. Kappus, Area Engineer		PROJECT NO. F-35(10)
COMPLETION DATE (Actual) 10-26-83	ACCEPTANCE DATE BY CONRTACT AGENCY 1-17-85	TIME ELAPSED 99 %	CONTRACT TIME 150 CD

LOCATION

SEE BELOW

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

WILSON RIVER - JORDAN CREEK
WILSON RIVER HIGHWAY
Grading, Paving and Structures

This 3R project provided for overlaying the existing two lanes, adding two 4-foot paved shoulders, widening the Jordan Creek structure, revising the Wilson River Bridge railing to provide additional roadway width, and a general safety upgrading.

The contract work was awarded to Morse Bros., Inc. on May 19, 1983. Work started on May 31, 1983 and was completed October 26, 1983.

The final project cost overran by approximately 3 percent. This was due mainly to a change in shoulder treatment operation due to traffic handling problems, the addition of paving dams on the structures, and additional 8-inch drain pipe.

A final inspection of the completed project was made October 26, 1983

- WHK -

NOTED
E. SCHWART

by 9/19

RECEIVED
STATE HWY ENGR
SEP 18 '86
REFER TO
Fredrickson
Info Inves K/D

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE William H. Kappus		SIGNATURE G. K. Hossner	
TITLE Area Engineer	DATE 9/17/86	TITLE District Engineer A	DATE 9/18/86

gr

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-35(10)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Tillamook

3. FROM
Dale E. Wilken
Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 80370

6. TO
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE 4/4/85

8. FEDERAL ROUTE NUMBER Primary 35

9. STATE ROUTE NUMBER Primary 37

10. GENERAL LOCATION:

Wilson River - Jordan Creek

11. GENERAL DESCRIPTION OF WORK

Repair five transverse bridge expansion joints.

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 4/4/85 as requested in Mr. Fredrickson's letter of 12/13/85 as being cost effective for the use of State forces to proceed with the above work. State Force Order No. 3 is approved for a TEC of $4,300; Federal Funds $3,790.

RECEIVED
STAT HWY ENGR
DEC 26 '85
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig. to
12/24

14. DATE 12/23/85

15. SIGNATURE OF APPROVING OFFICIAL Christianson

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9L:11   11

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 10-172	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	State Oregon
PROJECT REPORT NUMBER		County Tillamook
MODIFICATION NUMBER 6	10-30-85	Project Number F-35(10)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on July 19, 1983, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 2,220,240.00	$ 2,226,790.00
Federal funds	$ 1,957,141.00	$ 1,962,915.00
Other revisions		

This modification is made for the following reasons:

To include increase in construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 30TH day of OCT, 1985.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

for Manager, Program Section
(Title)

~~XX~~X For: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A   Previous editions are obsolete

Gen Files

Oregon State Highway Division
Salem, Oregon October 14, 1985

Federal-Aid Project No. F-35(10)

Wilson River Bridge-Jordan Creek
Wilson River Highway
Tillamook County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code I000
Roadway (Sta. 603+00 to Sta. 605+35)(Sta. 608+50 to Sta. 934+50)
(Sta. 936+00 to Sta. 940+00)

Subtotal from estimate previously revised on Feb. 9, 1984		$1,852,985.28
	Engineering	$ 224,211.82
	Total	$2,077,197.00

Type Code X024
Wilson River Bridge (Br. No. 1869A)

Total same as on estimate previously revised on Feb. 9, 1984	$ 51,959.50

Type Code X021
Jordan Creek Bridge (Br. No. 1872A)

Total same as on estimate previously revised on Feb. 9, 1984		$ 81,012.50
	Subtotal (Structures)	$ 132,972.00
	Engineering	16,621.00
	Total	$ 149,593.00

Length of Roadway ----------------	6.295 mi.
Length of Structure --------------	0.088 mi.
	6.383
Cost of Roadway Per Mile ---------	$329,975.69

SUMMARY OF FUNDS (88.15%)

Description	Total Cost	Federal Funds	State Funds
Roadway	$2,077,197.00	$1,831,049.00	$246,148.00
Structures	149,593.00	131,866.00	17,727.00
TOTAL	$2,226,790.00	$1,962,915.00	$263,875.00

Appn Code: 010
Group 1: 100%
Contract No. 9641
Prefix: 29-1969
Prefix: C09641

RLC:me

STATE CO

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NUMBER -238

PROJECT REPORT NUMBER

MODIFICATION NUMBER 5

U.S. Department of Transportation
Federal Highway Administration

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

Form Approved; O M B No. 04-R2089

State Oregon

County Tillamook

Project Number F-35(10)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on July 19, 1983, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 2,210,240.00	$ 2,220,240.00
Federal funds	$ 1,948,326.00	$ 1,957,141.00
Other revisions		

This modification is made for the following reasons: to include increased construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 12th day of June, 1984.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Gary A. Potter

Manager, Program Section
(Title)

XXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon June 7, 1984

Federal-Aid Project No. F-35(10)

Wilson River Bridge-Jordan Creek
Wilson River Highway
Tillamook County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code I000
Roadway (Sta. 603+00 to Sta. 605+35)(Sta. 608+50 to 934+50)
(Sta. 936+00 to Sta. 940+00)

Subtotal from estimate previously revised on Feb. 9, 1984	$ 1,852,985.28
Engineering	217,661.72
Total	$ 2,070,647.00

Type Code X024
Wilson River Bridge (Br. No. 1869A)

Total same as an estimate previously revised on Feb. 9, 1984	$ 51,959.50

Type Code X021
Jordan Creek Bridge (Br. No. 1872A)

Total same as an estimate previously revised on Feb. 9, 1984	$ 81,012.50
Subtotal (Structures)	$ 132,972.00
Engineerinng	16,621.00
Total	$ 149,593.00

Length of Roadway	6.295 mi.
Length of Structure	0.088 mi.
Cost of Roadway Per Mile	$ 328,935.19

SUMMARY OF FUNDS (88.15%)

Description	Total Cost	Federal Funds	State Funds
Roadway	$ 2,070,647.00	$ 1,825,275.00	$ 245,372.00
Structures	149,593.00	131,866.00	17,727.00
Total	$ 2,220,240.00	$ 1,957,141.00	$ 263,099.00

Group 1	100%
Contract No.	9641
Prefix:	29-1969
Prefix:	29-1012

WH:bkb

9671

F

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State OREGON
MONTHLY TRANSACTION NUMBER 2-146		County TILLAMOOK
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	Project Number F-35(10)
MODIFICATION NUMBER 4	2-17-84	

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on July 19, 1983, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 2,192,000.00	$ 2,210,240.00
Federal funds	$ 1,932,247.00	$ 1,948,326.00
Other revisions		

This modification is made for the following reasons: To include increase in construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 17th day of February, 1984.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

By FOR: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen. File

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON FEBRUARY 9, 1984

FEDERAL AID PROJECT NO. F-35(10)

WILSON RIVER BRIDGE-JORDAN CREEK SECTION
WILSON RIVER HIGHWAY
TILLAMOOK COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE I000
ROADWAY (Sta. 603+00 to Sta. 605+35)(Sta. 608+50 to Sta. 934+50) (Sta. 936+00 to Sta. 940+00)

Subtotal of previous estimate of January 12, 1984	$1,834,744.38

PREVIOUS ESTIMATE

Temporary Signs	620	Sq. Ft.	10.90	$ 6,758.00
Flagman	2,000	Hour	12.00	24,000.00
Pilot Car	500	Hour	15.00	7,500.00
				$ 38,258.00

REVISED ESTIMATE

Temporary Signs	1,301	Sq. Ft.	10.90	$ 14,180.90
Flagman	2,489	Hour	12.00	29,868.00
Pilot Car	830	Hour	15.00	12,450.00
				$ 56,498.90

Increase	$ 18,240.90
SUBTOTAL	1,852,985.28
Engineering	207,661.72
TOTAL	$2,060,647.00

TYPE CODE X024
WILSON RIVER BRIDGE (BR. NO. 1869A)

Total the same as previous estimate of July 1, 1983	$ 51,959.50

TYPE CODE X021
JORDAN CREEK BRIDGE (BR. NO. 1872A)

Total the same as previous estimate of July 1, 1983	$ 81,012.50

(Struc's) SUBTOTAL	$ 132,972.00
Engineering	16,621.00
TOTAL	$ 149,593.00

Length of Roadway ----------	6.295 mi.
Length of Structure --------	0.088 mi.
TOTAL	6.383 mi.

Cost of Roadway Per Mile --- $327,346.62

SUMMARY OF FUNDS (88.15%)

DESCRIPTION	TOTAL COST	FEDERAL FUNDS	STATE FUNDS
Roadway	$2,060,647.00	$1,816,460.00	$244,187.00
Structures	149,593.00	131,866.00	17,727.00
TOTAL	$2,210,240.00	$1,948,326.00	$261,914.00

Group 1: 100%
Contract No. 9641
Prefix: 29-1969
Prefix: 29-1012

RHZ:pf

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 1-264 PROJECT REPORT NUMBER MODIFICATION NUMBER 23	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	State OREGON County TILLAMOOK Project Number F-35(10)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on July 19, 1983, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 2,157,935.00	$ 2,192,000.00
Federal funds	$ 1,902,219.00	$ 1,932,247.00
Other revisions		

This modification is made for the following reasons: To include increase in construction costs, and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 17th day of January, 1984.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

~~By~~ FOR: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen. File

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON JANUARY 12, 1984

FEDERAL AID PROJECT NO. F-35(10)

WILSON RIVER BRIDGE-JORDAN CREEK SECTION
WILSON RIVER HIGHWAY
TILLAMOOK COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE I000
ROADWAY (Sta. 603+00 to Sta. 605+35)(Sta. 608+50 to Sta. 934+50)
(Sta. 936+00 to Sta. 940+00)

Subtotal of previous estimate of December 16, 1983			$1,807,984.38
ADDITIONAL ITEMS			
Paving Dams (P.A. #13)	336 Lin. Ft.	75.00	$ 25,200.00
Pavement Removal (P.A. #13)	24 Hour	65.00	1,560.00
			$ 26,760.00
	Increase		$ 26,760.00
	SUBTOTAL		$1,834,744.38
	Engineering		207,662.62
	TOTAL		$2,042,407.00

TYPE CODE X024
WILSON RIVER BRIDGE (BR. NO. 1869A)

Total the same as previous estimate of July 1, 1983 $ 51,959.50

TYPE CODE X021
JORDAN CREEK BRIDGE (BR. NO. 1872A)

Total the same as previous estimate of July 1, 1983 $ 81,012.50

(Structures) SUBTOTAL	$ 132,972.00
Engineering	16,621.00
TOTAL	$ 149,593.00

Length of Roadway ------------	6.295 mi.
Length of Structure ----------	0.088 mi.
TOTAL	6.383 mi.

Cost of Roadway Per Mile ----- $348,212.86

SUMMARY OF FUNDS (88.15%)

DESCRIPTION	TOTAL COST	FEDERAL FUNDS	STATE FUNDS
Roadway	$2,042,407.00	$1,800,381.00	$242,026.00
Structures	149,593.00	131,866.00	17,727.00
TOTAL	$2,192,000.00	$1,932,247.00	$259,753.00

Group 1: 100%
Contract No. 9641
Prefix: 29-1969
Prefix: 29-1012

RHZ:pf

ATE COPY

TO BE COMPLETED BY FHWA	
MONTHLY TRANSACTION NUMBER	12-185
PROJECT REPORT NUMBER	
MODIFICATION NUMBER	2

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

State	OREGON
County	TILLAMOOK
Project Number	F-35(10)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on July 19, 19 83, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 2,085,593.00	$ 2,157,935.00
Federal funds	$ 1,838,450.00	$ 1,902,219.00
Other revisions		

This modification is made for the following reasons: To include increase in construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 21st day of December, 19 83.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Larry A. Potts

Manager, Program Section
(Title)

XBy FOR: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen. File

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON DECEMBER 16, 1983

FEDERAL AID PROJECT NO. F-35(10)

WILSON RIVER BRIDGE-JORDAN CREEK SECTION
WILSON RIVER HIGHWAY
TILLAMOOK COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE I000
ROADWAY (Sta. 603+00 to Sta. 605+35)(Sta. 608+50 to Sta. 934+50)
Sta. 936+-00 to Sta. 940+00)

Subtotal of Previous Estimate of July 1, 1983 $1,735,642.54

PREVIOUS ESTIMATE

Cement Treated Base Mixture	28,000 Ton	10.35	$ 289,800.00
Portland Cement in Mixture	1,540 Ton	65.00	100,100.00
Guard Rail, Type 2A	17,813 Lin. Ft.	8.25	146,957.25
			$ 536,957.25

REVISED ESTIMATE

CTB Mixed in Place (P.A. #4)	35,228 Ton	9.78	$ 344,529.84
Portland Cement in CTB Mix (PA #4)	1,459 Ton	71.00	103,589.00
Guard Rail, Type 2A	19,537 Lin. Ft.	8.25	161,180.25
			$ 609,299.09

Increase	$ 72,341.84
SUBTOTAL	1,807.984.38
Engineering	200,357.62
TOTAL	$2,008,342.00

TYPE CODE X024
WILSON RIVER BRIDGE (BR. NO. 1869A)

Total the same as Previous Estimate of July 1, 1983 $ 51,959.50

TYPE CODE X021
JORDAN CREEK BRIDGE (BR. NO. 1872A)

Total the same as Previous Estimate of July 1, 1983 $ 81,012.50

(Struc's) SUBTOTAL	$ 132,972.00
Engineering	16,621.00
TOTAL	$ 149,593.00

Length of Roadway ----------	6.295 mi.
Length of Structure --------	0.088 mi.
TOTAL	6.383 mi.

Cost of Roadway Per Mile --- $319,037.64

SUMMARY OF FUNDS (88.15%)

DESCRIPTION	TOTAL COST	FEDERAL FUNDS	STATE FUNDS
Roadway	$2,008,342.00	$1,770,353.00	$237,989.00
Structures	149,593.00	131,866.00	17,727.00
TOTAL	$2,157,935.00	$1,902,219.00	$255,716.00

Group 1: 100%
Contract No. 9641
Prefix: 29-1969
Prefix: 29-1012

RHZ:pf

STATE COPY

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 11-127	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Tillamook
MODIFICATION NUMBER 1		Project Number F-35(10)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on July 19, 19 83, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$1,930,583.00	$2,085,593.00
Federal funds	$1,701,808.00	$1,838,450.00
Other revisions		

This modification is made for the following reasons: to include increase in construction costs, and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 15th day of November, 19 83.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XXXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon November 7, 1983

Federal-Aid Project No. F-35(10)

Wilson River Bridge-Jordan Creek Section
Wilson River Highway
Tillamook County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code I000
Roadway (Sta. 603+00 to Sta. 605+35)(Sta. 608+50 to Sta. 934+50) (Sta. 936+00 to Sta. 940+00)

Subtotal of previous estimate of July 1, 1983	$ 1,583,104.25

Previous Estimate

General Excavation	11,320	Cu. Yd.	5.50	$ 62,260.00
Trench Excavation	470	Cu. Yd.	10.00	4,700.00
Class "B" Asphalt Concrete	18,000	Ton	12.25	220,500.00
Class "C" Asphalt Concrete	5,000	Ton	14.65	73,250.00
Asphalt Cement in Mixture	1,350	Ton	161.00	217,350.00
				$ 578,060.00

Revised Estimate

General Excavation	14,620	Cu. Yd.	5.50	$ 80,410.00
Trench Excavation	700	Cu. Yd.	10.00	7,000.00
Class "B" Asphalt Concrete	23,000	Ton	12.25	281,750.00
Class "C" Asphalt Concrete	5,265	Ton	14.65	77,132.25
Asphalt Cement in Mixture	1,500	Ton	161.00	241,500.00
8" Drain Pipe (P.A. #1)	2,155	Lin. Ft.	6.40	13,792.00
Striping Removal (P.A. #2)	4,228	Lin. Ft.	1.50	6,342.00
Extra for Asphalt/Anti-Stripe (P.A. #6)	1,500	Ton	7.50	11,250.00
Filter Trenches (E.W.O. #2)		All Required		7,117.87
Remove Cold Patches (E.W.O. #3)		All Required		4,304.17
				$ 730,598.29

Increase	$ 152,538.29
Subtotal	1,735,642.54
Engineering	200,357.46
Total	$ 1,936,000.00

Type Code X024
Wilson River Bridge (Br. No. 1869A)

Total the same as previous estimate of July 1, 1983	$ 51,959.50

Type Code X021
Jordan Creek Bridge (Br. No. 1872A)

Total the same as previous estimate of July 1, 1983	$ 81,012.50

(Structures)	Subtotal	$ 132,972.00
	Engineering	16,621.00
	Total	$ 149,593.00

Length of Roadway	6.295 mi.
Length of Structure	0.088 mi.
Total	6.383 mi.

Cost of Roadway Per Mile	$ 307,545.67

SUMMARY OF FUNDS (88.15%)

Description	Total Cost	Federal Funds	State Funds
Roadway	$ 1,936,000.00	$ 1,706,584.00	$ 229,416.00
Structures	149,593.00	131,866.00	17,727.00
Total	$ 2,085,593.00	$ 1,838,450.00	$ 247,143.00

Group 1	100%
Contract No.	9641
Prefix:	29-1969
Prefix:	29-1012

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 7-330	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT**	State Oregon County Tillamook Project No. F-35(10)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR6, 11.3 mi. E. of Tillamook, E. 6.2 mi.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	4-20-83	

OTHER *(Specify)*

Pro Rata 88.15%

FUNDS

ESTIMATED TOTAL COST OF PROJECT $ 1,930,583	FEDERAL FUNDS $ 1,701,808

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

Oregon State Highway Division
(Official name of Highway Agency)

By
Manager, Program Section
(Title)

XX For: H. S. Coulter
By
State Highway Engineer
(Title)

By
(Title)

for

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
DALE E. WILKEN
Division Administrator

Date executed by Division Administrator JUL 26 [illegible]

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon July 1, 1983

Federal-Aid Project
No. F-35(10)

Wilson River Bridge-Jordan Creek Section
Wilson River Highway
Tillamook County

PROJECT AGREEMENT ESTIMATE

Type Code I000
Roadway (Sta. 603 + 00 to Sta. 605 + 35) (Sta. 608 + 50 to Sta. 934 + 50) (Sta. 936 + 00 to Sta. 940 + 00)

Mobilization		All Required		$168,600.00
Temporary Protection and Direction of Traffic		All Required		10,460.00
Temporary Signs	620	Sq. Ft.	10.90	6,758.00
Temporary Barricdes	6	Each	38.00	228.00
Temporary Concrete Barriers, Lighted	850	Lin. Ft.	12.00	10,200.00
Moving Temporary Concrete Barriers	2,050	Lin. Ft.	1.40	2,870.00
Flagmen	2,000	Hour	12.00	24,000.00
Pilot Car	500	Hour	15.00	7,500.00
Temporary Striping	58,600	Lin. Ft.	0.10	5,860.00
Clearing and Grubbing		All Required		18,600.00
Removal of Structures and Obstructions		All Required		1,000.00
General Excavation	11,320	Cu. Yd.	5.50	62,260.00
Ditch Excavation	230	Cu. Yd.	10.00	2,300.00
Trench Excavation	470	Cu. Yd.	10.00	4,700.00
Finishing Roadbed and Slopes		All Required		2,250.00
Watering	200	M-Gal.	8.00	1,600.00
Cement Treated Base Mixture	28,000	Ton	10.35	289,800.00
Portland Cement in CTB Mixture	1,540	Ton	65.00	100,100.00
Asphalt in Seal	55	Ton	185.00	10,175.00
Aggregate Shoulders	8,800	Ton	8.25	72,600.00
Class "B" Asphalt Concrete Mixture	18,000	Ton	12.25	220,500.00
Class "C" Asphalt Concrete Mixture in Leveling	5,000	Ton	14.65	73,250.00
Asphalt Cement in Mixture	1,350	Ton	161.00	217,350.00
Asphalt in Tack Coat	75	Ton	190.00	14,250.00
12-inch Culvert Pipe	197	Lin. Ft.	28.00	5,516.00
18-inch Culvert Pipe	499	Lin. Ft.	19.00	9,481.00
24-inch Culvert Pipe	28	Lin. Ft.	20.00	560.00
30-inch Culvert Pipe	16	Lin. Ft.	30.00	480.00
36-inch Culvert Pipe	112	Lin. Ft.	25.00	2,800.00
Extra for Pipe Under Pavement	97	Lin. Ft.	30.00	2,910.00
Concrete Inlets, Type G-2	2	Each	500.00	1,000.00
Concrete Inlets, Type G-2MA Modified	9	Each	650.00	5,850.00
Concrete Inlets, Type T	3	Each	150.00	450.00

Gravel in Drains	170	Cu. Yd.	18.00	3,060.00
Filter Fabric	1,330	Sq. Yd.	1.25	1,662.50
Guard Rail, Type 2A	17,813	Lin. Ft.	8.25	146,957.25
Guard Rail, Type 3	300	Lin. Ft.	20.00	6,000.00
Guard Rail Anchors, Type 1	66	Each	270.00	17,820.00
Extra For Guard Rail Bridge Connections	2	Each	170.00	340.00
Rail End Pieces, Type C	68	Each	70.00	4,760.00
Rail end Pieces, Terminal Connector	4	Each	50.00	200.00
Extra for 8-Foot Posts	160	Each	25.00	4,000.00
Extra for Asphalt Approaches	76	Each	100.00	7,600.00
Paved Culvert End Slopes	46	Sq. Ft.	4.00	184.00
Paved Culvert End Slope, Modified	58	Sq. Ft.	7.50	435.00
Drainage Curbs	1,100	Lin. Ft.	2.00	2,200.00
Grouted Rock Ditch	56	Sq. Yd.	35.00	1,960.00
Delineators, Type 2	250	Each	19.00	4,750.00
Delineators, Type 4	75	Each	12.50	937.50
Roadside Seeding and Mulching	12	Acre	440.00	5,280.00
				$1,564,404.25

Anticipated Items

Permanent Signing	All Required	2,500.00
Permanent Pavement Striping	All Required	8,000.00
Remove Pavement Striping (Existing and Temporary)	All Required	7,200.00
Temporary Erosion Control	All Required	1,000.00
		$ 18,700.00
	Subtotal	$1,583,104.25
	Engineering	197,885.75
	TOTAL	$1,780,990.00

Type Code X024
Wilson River Bridge (Bridge No. 1869A)

Bridge Removal Work (45%)		All Required		15,300.00
Three Tube Steel Railing Modified	691	Lin. Ft.	42.00	29,022.00
Membrane Waterproofing	1,175	Sq. Yd.	6.50	7,637.50
				$ 51,959.50

Type Code X021
Jordan Creek Bridge (Bridge No. 1872A)

Bridge Removal Work (55%)		All Required		18,700.00
Shoring, Cribbing, Etc.		All Required		4,000.00
Structure Excavation	110	Cu. Yd.	10.00	1,100.00
Structural Concrete, Class 3300 (75 c.y.)		All Required		23,000.00
4' X 20'/25' Prestressed Slabs	2	Each	2,200.00	4,400.00
4' X 35'/40' Prestressed Slabs	4	Each	2,600.00	10,400.00
4' X 50'/55' Prestressed Slabs	2	Each	4,000.00	8,000.00
Reinforcement (10,500 lbs.)		All Required		8,000.00
Membrane Waterproofing	525	Sq. Yd.	6.50	3,412.50
				$ 81,012.50
		Subtotal		132,972.00
		Engineering		16,621.00
		Total		$149,593.00

Length of Roadway: 6.295 mi.
Length of Structure: 0.088 mi.

Total 6.383 mi.
Cost of roadway per mile $282,921.36

Retained in Program

Slide Correction	All Required	2,000.00
8" Drain Pipe (1,870')	All Required	12,000.00

Summary of Funds

Description	Total Cost	Federal Funds	State Funds
Roadway	$1,780,990	$1,569,942	$211,048
Structures	149,593	131,866	17,727
Total	$1,930,583	$1,701,808	$228,775

Group 1: 100%
Contract No.
Prefix 29-1969
Prefix 29-1012

Nonparticipating-State Work

Single Mailbox Supports	7 Each	75.00	525.00
Multiple Mailbox Supports	5 Each	150.00	750.00
State Responsibility for Damages	All Required		5,800.00
			$7,075.00

March 27, 1985

Safeco Insurance Company
4101 SW Kruse Way
Lake Oswego, OR 97034

CON 5
#9641

Gentlemen or Ladies:

On March 6, 1985, we wrote to you concerning release of final payment on Contract No. 9641 awarded to Morse Bros., Inc. for work on the Wilson River Bridge-Jordan Creek Section of the Wilson River Highway in Tillamook County.

Final payment on this contract is $3,419.99. The total contract amount is $1,942,665.56 including $12,237.04 for work performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm
cc: Morse Bros., Inc.
PO Box 7
Lebanon, OR 97355

bc: C. O. Fredrickson
Walt Hart
Bill Anhorn

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION Wilson River-Jordan Cr.	WEEK ENDING 1-21-84
		SECTION PREFIX 29-1012
	HIGHWAY Wilson River	COUNTY Tillamook
NAME OF JOB Wilson River-Jordan Creek	KIND OF WORK Grading and Paving	
CONTRACTOR Morse Bros. Inc.	CONTRACT NUMBER 9641	FEDERAL AID PROJECT NUMBER F-35 (10)
DATE OF CONTRACT May 19, 1983	DATE WORK STARTED May 31, 1983	ESTIMATED COMPLETION DATE October 28, 1983
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION: 0	SPECIFIED WORK DAYS SPECIFIED CALENDAR DAYS 150	WORK DAYS USED CALENDAR DAYS USED 149
PROJECT AUTHORIZATION: $ 2,166,702.88	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 99%
EXCLUSIVE OF ENGINEERING: $ 1,973,682.21	ENGINEERING AUTHORIZATION $ 193,020.67	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 98 %
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 1,970,674.49	ENGINEERING COST TO DATE $ 182,632.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 99%
ESTIMATED PERCENT - OVERRUN ~~UNDERRUN~~ 8.6 %	PERCENT OF AUTHORIZATION 95 %	DATE PROJECT WAS COMPLETED: October 26, 1983

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

0

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 1-15		0		
MONDAY 1-16		0		
TUESDAY 1-17		0		
WEDNESDAY 1-18		0		
THURSDAY 1-19		0		
FRIDAY 1-20		0		
SATURDAY 1-21		0		

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CONSTRUCTION SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi Final submitted 1-18-84.

SIGNED H.N. VanCleave Proj. Mgr. LOCATION Tillamook

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

37

STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO
DES 16

TO: MEMO TO THE FILE

DATE: December 2, 1983

FROM: Fred Eriksen
Fred Eriksen
Design Supervisor

SUBJECT: Field Review of Wilson River Highway Projects

Tuesday, November 8, 1983, Dennis Miller, Mike Harris, Ed Keyzers and I met with "Bud" Van Cleave, Project Manager at Tillamook, to look over three recently completed projects.

Milepost 6.9

We started at Milepost 6.9, Wilson River Highway, the site of a project to correct a slide problem and erosion of the slope from the highway down to the river. The slide problem was evidenced by a crack along the pavement centerline, about 300 feet long, west of the bridge at Miner Creek.

The project was to remove some of the old slide material, smooth up the slope to the river and place Class 800 Keyed Riprap with toe trench to protect the slope. The Miner Creek channel under the bridge was to be lined with riprap (keyed and loose -- see Photo No. 3) as well. All the riprap material was placed on a filter blanket.

A stone "ring dike" was placed in the channel just beyond the toe trench to reduce stream turbidity during construction. This was, as shown in Photo No. 2, to remain after project completion.

"Bud" explained to us that to place and "key the riprap material, a bench about 14 feet wide is required as working space for equipment. For "keyed" or "plated" riprap, a dragline or "boom type" equipment uses a steel "skip" to place and hit the rock to seat and smooth it (see Photo No. 4). The length of the equipment boom controls the reach. If the roadway is a considerable height above the top of riprap, as in this case, then a working bench needs to be provided.

This job had a nice appearance, the keyed riprap was very smooth, the juncture of slopes at Miner Creek were rounded and blended nicely. The keyed riprap butts to a section of old riprap to the west and the contrast is noticeable. Several "fish rocks",

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ROAD DESIGN SECTION

Versteeg ✓
Anderson
Adams FM
Macnab
Stoudenmeyer
Turpin
Trout
[illegible]

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81-125-1387

removed during the excavation operation, had also been strategically placed in the river. The "Wilson" is quite a sports fishery stream and this area is host to anglers from drift boats and the banks.

Wilson River Bridge-Jordan Creek Section

We went on to the Wilson River Bridge-Jordan Creek Section (M.P. 11.8 - M.P. 18.0). The Wilson River Bridge had been widened from a 26-foot roadway to 30 feet by the removal of safety curbs and railings and installing guardrail bolted to the edges of the deck -- a decided improvement. We looked at some special drainage treatments, grouted riprap channels, a special design trash rack for a culvert and a heavy-duty trash rack for a box culvert. Heavy rains of the previous few days had tested these installations.

We looked at a Type "T" (recessed) drainage installation, where drain curb along a guardrail is shaped to form a rectangular basin back of the rail. Water is carried off through metal pipe, a short vertical section, an elbow and pipe parallel to the slope emerging at the bottom of the slope and dissipated through a "Tee". The grate is a dome shape formed with No. 2 and No. 4 rebar with 12-inch "legs" that project into the pipe to hold it in place. "Bud" informed us the legs were a problem -- when the rebar is welded and bent it gets very brittle and the legs are broken off easily. The suggestion made is to omit the legs and fasten the basket with wire through holes in the pipe. This would hold it, allow its removal and make it a little difficult for a vandal to remove and throw it over the bank. The basket seemed to be quite effective, as there was quite a pile of leaves around it.

There is a considerable amount of new guardrail on this job and the adjoining project to the east and it all looked good. There are quite a few wide areas (turnouts) used by fishermen and swimmers, etc., that the guardrail encompasses and the guardrail alignment, curves and tapers were smooth and pleasing to the eye.

Jordan Creek-McNamers Camp Section

We moved on to the Jordan Creek-McNamers Camp section. We stopped at Dog Creek, where a wood box culvert had been replaced with a concrete box culvert. A detour was constructed on the north side of the highway, on the outside of a 10-degree curve. Some difficulty was experienced with the existing superelevation, detour alignment (20-degree reverses from the existing curve joined with a 40-degree curve) and detour super. The difficulty seemed to be experienced in vehicles slowing down and turning up the existing super. The difficulty was corrected by building up on the existing pavement to flatten the super. The normal speed through this area is 50 to 55 MPH and to get the driver's attention, a couple of double rows of pavement buttons were placed across the travel lane well in advance of the detour.

Our attention was directed to a rock cut that was widened to provide a rock fall-out area. The typical section indicated the widening was to be accomplished by steepening the slope to a 1:1. The specs called for line drilling, etc. Bud pointed out, when the new slope intersections the old 20 or more feet above the road, it is not possible to get equipment to that point to start drilling without making a bench area at or above that elevation. Designers should give some thought to a method of accomplishing this kind of work.

Summary

We saw a new type of sightpost that had been installed on these projects. It is a flat ribbed plastic material, white, with a reflective patch near the top. We were informed the posts are uniform shape for their length and can be pulled up quite easily, since there are no irregularities to create a bind or improve the friction.

We saw the centerline reflector buttons being installed. A small milling machine was grinding shallow half-moon depressions 3 or 4 inches wide, a couple of feet long and a half-inch or so deep. The buttons are placed in the trough, so that snowplow blades will pass over them.

I think this review gave all of us some things to think about and, hopefully, to remember and use in our design work.

FE:ja

cys sent
12-5-83

cc Dennis Miller
Mike Harris
Ed Keyzers
Bud Van Cleave

Attachment

WILSON RIVER

M.P. 6.9

1

NOTE THE "WORK BENCH" TO THE UPPER RIGHT AND LACK OF TURBULENCE ALONG THE ROCK-WATER INTERFACE

2

NOTE THE "RING DIKE" REMAINING IN THE CHANNEL

3

NOTE THE BROKEN PLATED RIPRAP ON THE LEFT AS OPPOSED TO THE LOOSE RIPRAP ON THE RIGHT

4

NOTE THE NICELY KEYED RIPRAP SOME OF WHICH WAS HAND PLACED AFTER THE "COMPACTING" HAD TAKEN PLACE

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO

DATE: November 16, 1983

TO: Oregon Transportation Commission CON

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Wilson River Bridge-Jordan Creek Section
Wilson River Highway, Tillamook County
Contract No. 9641

This federal-aid grading and paving project was recently completed and it is now apparent that the final cost will exceed the project authorization by $209,400 or 10.7 percent.

Plans for the contract required excavation to a depth of 13 inches but failed to require that the excavation be closed during periods of no work. This resulted in an extreme hazard to the traveling public and was intolerable. To eliminate the hazard it was necessary to revise the typical section by price agreement with the contractor, substituting cement treated base treated in-place for the plant-mix cement treated base originally specified. The agreement required the contractor to backfill all shoulder excavation at the end of each shift. This revision to work added approximately $91,300 to the cost of the project.

Additional quantities of asphalt concrete paving materials were required to correct slope variations and leveling of the existing pavement surface irregularities. Material was not provided for this purpose in working up the contract. The work was necessary in order to obtain a finished project with the necessary and desired rideability characteristics. The additional material added approximately $54,600 to the cost of the project.

Construction of paving dams at bridge joints was specified in the contract but no provision was made to pay the contractor for the work. Correction of this oversight added approximately $26,800 to the cost of the project.

Maintenance forces have utilized cold patch materials over the years to repair breaks and potholes. This material, particularly in the wetter zones of western Oregon, is notorious for resulting in weak

FRED MILLER

spots in the roadway when such patches are paved over. Some $4,300 was used on extra work of repairing these weak spots. Another $7,100 was needed to provide filter trenches for proper drainage of water under the pavement through the cement treated base material placed on the shoulders under this contract.

Additional construction engineering was required to cope with the revised work and to resurvey and monument the project.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

I recommend that the authorization be increased by $209,400 to a new total of $2,163,695.16. This matter will be on the consent calendar for the November 23 meeting.

HHP:mk st

bc Fred D. Miller
R. W. Gormsen
C. T. Keasey
V. E. Skoog
C. O. Fredrickson
George Bell

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DOT DIRECTOR
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Info | Inves | R/D | D/R | Sign | Act | File

STATE OF OREGON INTEROFFICE MEMO

Highway Construction 378-6318 CON 5

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: November 14, 1983

FROM: O. B. Jackmond
O. B. Jackmond
Contract Administration Engineer

SUBJECT: Request for Increase in Project Authorization
Wilson River Bridge-Jordan Creek Section
Wilson River Highway, Tillamook County
Contract No. 9641

NOTED
H.S. COULTER

This federal aid grading and paving project was recently completed and it is now apparent that the final cost will exceed the project authorization by $209,400.00 or 10.7 percent.

Plans for the contract required excavation to a depth of 13 inches but failed to require that the excavation be closed during periods of no work. This resulted in an extreme hazard to the traveling public and was intolerable. To eliminate the hazard it was necessary to revise the typical section by price agreement with the contractor, substituting cement treated base treated in place for the plant-mix cement treated base originally specified. The agreement required the contractor to backfill all shoulder excavation at the end of each shift. This revision work added approximately $91,300 to the cost of the project.

Additional quantities of asphalt concrete paving materials were required to correct slope variations and leveling of the existing pavement surface irregularities. Material was not provided for this purpose in working up the contract. The work was necessary in order to obtain a finished project with the necessary and desired rideability characteristics. The additional material added approximately $54,600 to the cost of the project.

Construction of paving dams at bridge joints was specified in the contract but no provision was made to pay the contractor for the work. Correction of this oversight added approximately $26,800 to the cost of the project.

Maintenance forces have utilized cold patch materials over the years to repair breaks and potholes. This material, particularly in the wetter zones of western Oregon, is notorious for resulting in weak spots in the roadway when such patches are paved over. Some $4,300 was used on extra work of repairing these weak spots. Another $7,100 was needed to provide filter trenches for proper drainage of water under the pavement through the cement treated base material placed on the shoulders under this contract.

81-125-1387

Additional construction engineering was required to cope with the revised work and to resurvey and monument the project.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $209,400.00. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:HHP:mk

Attach.

cc: C. O. Fredrickson
H. N. VanCleave
R. D. Church
D. E. Swan

STATE OF OREGON

INTEROFFICE MEMO
TRA 7-2

TO: David R. Weaver
Investigations & Research Supervisor

DATE: September 1, 1983

FROM: Howard Hamilton
Traffic Investigator

SUBJECT: Speed Zoning During Construction
Wilson River Bridge & Jordon Creek Bridge
Wilson River Highway No. 37
Tillamook County

In a teletype dated August 29, 1983, H. N. Van Cleave, Project Manager, Tillamook, advises that construction work has been completed on the Wilson River Bridge (M.P. 11.80) and the Jordon Creek Bridge (M.P. 18.04) on the Wilson River Highway in Tillamook County.

Mr. Van Cleave further advises that the 40 mph speed zone is no longer needed and that the signs have been removed.

In view of the above, we recommend that the special 40 mph construction speed zone be cancelled.

HH/dc

cc. Robert Gormsen

10-13-83
noted in
speed zone
file

LINDSTEDT, BUONO & KILKENNY, P. C.
ATTORNEYS AT LAW

NORMAN L. LINDSTEDT
DAVID J. BUONO
RUSSELL R. KILKENNY

540 HARRISON SQUARE
1800 S. W. FIRST AVENUE
PORTLAND, OREGON 97201

August 2, 1983

RECEIVED
STATE HWY ENGR
AUG 5 '83
REFER TO Fredrickson
FOR
Info ☐ Inves ☒ R/D ☐ D/R ☒ Sign ☐ Act ☐ File ☐

Orig. to 8/5

cy to Schwab

Oregon Department of Transportation
Highway Division
Transportation Building
Salem, Oregon 97310

Re: Wilson River Highway Construction/
Morse Bros., Inc.

Gentlemen:

Yesterday, August 1, 1983, I was travelling to the Tillamook County Courthouse to represent a client of mine at a 2:00 hearing in the Circuit Court. At a point on the Wilson River Highway near the Crown Zellerbach Forest Management sign that is on the north sign of the highway, I found myself in a long line which had been stopped by a flagman. Shortly after, the line commenced to move again, a gravel truck travelling east came by at a significant rate of speed with gravel flying off of the trailer. One large piece of gravel hit the hood of my car, a 1983 BMW 320i and put a substantial gouge in the paint.

The gravel truck in question was a large tractor-trailer rig. The trailer looked similar to the hopper-type cars that haul gravel and asphalt around. The tractor was predominantly white in color. The trailer was yellow with large lettering across the back end which stated "Morton".

I would appreciate it if you would provide me with the name and address of the general contractor and the sub-contractors who were hauling the gravel in regard to the highway widening or shoulder maintenance that was going on on the Wilson River Highway. Quite frankly, I was outraged by the lack of care the general contractor was showing for vehicles travelling on the roadway behind the pilot cars as well as those who were stopped by the flagman. Gravel was spilling off all of the gravel trucks. I did not see one sweeper sweeping the roadway free of gravel, dirt or sand. Pickup trucks operated by representatives of Morse Bros., Inc. were speeding by cars stopped by the flagman throwing loose gravel all over the place. The gravel trucks and other heavy vehicles were also throwing gravel, dirt and sand all over the place. The line of traffic I was in was stopped on two separate occasions for a total of approximately 30 minutes.

I intend to make a claim for the cost of repainting the hood of my car. My vehicle is quite new and had absolutely no nicks of dents on it until I had the misfortune of having to go to Tillamook. I would appreciate receiving the requested information at your earliest convenience.

Respectfully yours,

David J Buono

David J. Buono

DJB:mec

June 9, 1983

CON 5

#9641

Morse Bros., Inc.
P.O. Box 7
Lebanon, OR 97355

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 9641 for work on the Wilson River-Bridge-Jordan Creek Section in Tillamook County.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

bk

Enclosure

cc: Safeco Insurance Co. of America
4101 SW Kruse Way
Lake Oswego, OR 97034

bc: C. T. Keasey
Walt Hart
Robert Church
Janice Peterson
C. O. Fredrickson (Contract signature
H. N. Van Cleave pages attached)

MORSE BROS.

May 18, 1983

John Widmer
Office of Commission Services
Room 121
State Transportation Building
Salem, OR 97310

Subject: Wilson River Bridge - Jordan Creek #9641
Minority Business Enterprise Contract Provisions

Dear John:

In accordance with supplemental required contract provisions, sections, the following information shows the minority Business Enterprise' used to meet the goals with bid times and total dollar amounts:

1) Minority owned goal 2%

Arrow Brothers Corporation
7418 E. Helm Drive
Scottsdale, AZ 85260

S. K. Swengel Jr.
602-998-3950

# 1	$5,400.00		$ 5,400.00
38	270.00		17,820.00
39	170.00		340.00
40	70.00		4,760.00
41	50.00		200.00
48	19.00		4,750.00
49	12.50		937.50
		Total	$34,207.50

$$\text{MBE \%} = \$\frac{34,207.50}{1,698,651.25} = .02$$

RECEIVED
MAY 18 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CC - Kay Turner

Construction Division • 32260 Hiway 34 • Tangent, Oregon 97389 • Phone (503) 928-6491

2) Women owned goal 1%

Anderson's Erosion Control, Inc.
P.O. Box 205
Junction City, OR 97448

Clara Fay Anderson
998-2062

#50	$440.00		$5,280.00
		Total	$5,280.00

Walt's Concrete Co.
4105 Jasper Rd.
Springfield, OR 97477

Viola Langeliers
746-3673

# 5	$ 11.50	$ 9,775.00
31	500.00	1,000.00
32	650.00	5,850.00
		$16,625.00

WBE % = $\frac{\$\ 21,905.00}{1,698,651.25} = .013$

Any questions regarding this matter, feel free to call me at 928-6491.

Sincerely,

MORSE BROS. INC.

Stan Barton (TS)

Stan Barton
Construction Sales Manager

ts

76-41

37 N

U.S. Department
of Transportation

**Federal Highway
Administration**

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project F-35(10)
Wilson River Bridge-Jordan Creek Section
Wilson River Highway
Exceptions to Minimum Design Criteria

Date: April 22, 1983

From: Division Administrator

Reply to Attn. of: HFO.2-OR

To: Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

Mr. D. R. Adams' April 7, 1983 letter outlined the design criteria utilized in the design of this 3R project. Exceptions to the minimum design criteria included roadway width, bridge width and horizontal alignment.

The proposed design will improve passing opportunities by providing a passing lane from M.P. 15.8 to M.P. 16.5 and a slow vehicle turnout from M.P. 16.2 to M.P. 16.5. The surface skid resistance, guardrail protection, and roadway width will be improved throughout the section.

Considering these improvements, the below average accident rate, the high cost and waste problem involved in obtaining standard widths and alignment in this mountainous terrain and the compatibility with adjacent sections, I concur in the proposed exceptions to the minimum design criteria.

G. K.
for Dale E. Wilken

cc:
OSHD (D E Swan)

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FOR

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1 Versteeg ✓
2 Anderson
Adams
Liacnab
Stoudenmeyer
Terpin
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U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
F-35(10)

2. STATE PROJECT NO.
See below

2A. COUNTY NAME
Tillamook

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO.
80370

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 4/20/83	8. FEDERAL ROUTE NUMBER Primary 35	9. STATE ROUTE NUMBER Primary 37

10. GENERAL LOCATION:
Wilson River - Jordon Creek Section

11. GENERAL DESCRIPTION OF WORK
Pavement overlay and widen structures

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)*

Permanent Pavement Striping S.F.	$8,000
Remove Striping S. F.	$7,200
Temporary Erosion Control	$1,000

13. REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's 4/18/83 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $1,910,726 Federal Funds $1,684,305.

A signed copy of the Title Sheet is returned herewith.

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STATE HWY ENGR
APR 25 '83
REFER TO Potter
FOR

Orig w/ att. to 4/25

14. DATE 4/20/83	15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner	16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

37

STATE OF OREGON **INTEROFFICE MEMO**

ROAD DESIGN SECTION

DES 16

TO: E. S. Hunter
Assistant State Highway Engineer
Technical Services Branch

DATE: April 14, 1983

FROM: J. H. Versteeg
Road Design Engineer

SUBJECT: Wilson River Bridge-Jordan Creek
Wilson River Highway
Tillamook County

1 Versteeg ✓
Anderson
2 Adams A
3 Macnab
Stoudenmeyer
Terpin
4 Trout
Wakerlig

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APR 15 1983
ROAD DESIGN SECTION

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Originated in 1976
Approved by Transportation Commission in 1978
Current Six Year Program Year 1983
Current Six Year Program Cost - $4,270,000
Our latest cost estimate - $2,310,000
6.2 mile job ADT 2,300 (20 yr. project 3,450)
Accident rate 2.21 (Statewide 1.33)

As originated, job was to widen 22' pavement with gravel shoulders to 24' pavement with 4' paved shoulders. Safety upgrade is included in job with widening of two bridges.

While the highway only requires a minimal overlay, the pavement width is below standard, the lack of paved shoulders is inconsistent with the rest of the highway and the accident rate indicates some need for attention.

While the pavement does not require a structural overlay, the shoulders will be upgraded, the structural widening and guardrail upgrading will enhance safety, maintenance costs will be reduced and the wearing surface would be perserved at a cost of $375,000 per mile. It is my reccommendation that the project be contracted as scheduled.

JHV:rw

Attachment

4-15-83
Hal agree
ESH

Hal, have placed on May 12 ad.
Steve

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TECHNICAL SERVICES
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FOR
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81-125-1307

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

April 7, 1983

In Reply Refer to
File No.:

DES 16

Dale E. Wilken, Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center St. N.E.
Salem, Oregon 97301

Attention: Glenn K. Hossner

1 Versteeg
Anderson
✓ Adams A
Macnab
Stoudenmeyer
Terpin
Trout
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RECEIVED
APR 11 1983
ROAD DESIGN
SECTION

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Wilson River Bridge-Jordan Creek Section
Wilson River Highway
Tillamook County

The purpose of this Federal-Aid project is to extend the service life, restore the pavement section and surface skid resistance with a 1 1/2-inch class "B" asphaltic concrete overlay. The existing aggregate shoulders will be excavated and replaced with 11 inches of cement treated base and overlayed with 3 1/2 inches of class "B" asphaltic concrete. This section is 6.4 miles in length and has a daily traffic count of 2,150.

The horizontal and vertical alignment remains unchanged with maximum curvature of 8.5 degrees (1 curve) and maximum grade of 2.2 percent.

The typical section proposed is 2 - 12 foot lanes with 4-foot shoulders, MP 11.8 to MP 18.2. A 12-foot passing lane will be added on the left side (WB) from MP 15.8 to 16.5. A slow moving vehicle turnout on the right side (MP 16.2 to MP 16.5) will be improved with lengthened tapers for easier access. These sections can be constructed within the existing roadbed earthwork prism. A wider section would require extensive earthwork and additional right of way.

The bridge (Wilson River 2d X-ing) at MP 11.8 presently has a 26-foot roadway. The roadway will be widened to 30 feet by removing the existing safety curb and railings and bolting 2-tube railing to the edges of the deck. This is the maximum width that can be reasonably obtained. The bridge (Jordan Creek) at MP 18.0 presently has a 26-foot roadway. It will be widened to 32 feet by removing the walk and railing on the right side and constructing a wider substructure and deck. New roadway railings will be concrete shoulder barrier.

Hal - 4-8-83
I think this should
become a shelf job. We need
to look at it.
EKW

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TECHNICAL SERVICES
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Form 734-3122

Guardrail on the project will be upgraded to current standards and additional will be installed.

We believe the proposed improvements on this section provide maximum benefits for the limited funds available.

This letter is submitted as documentation on the exception to minimum design criteria as set forth in the "Geometric Design Standards for Highways Other Than Freeways, AASHTO 1969."

This project is presently scheduled for the May 5, 1983 contract letting.

J. H. Versteeg
Road Design Engineer

By

D. R. Adams, P.E.
Final Design Engineer

FE:mg

bc: S. H. Coulter
E. S. Hunter
Gary Potter
F. E. Terpin
S. H. Macnab
C. O. Fredrickson
Fred Eriksen

REVISED

OREGON STATE HIGHWAY DIVISION
Location Unit
Surfacing Design Group

Section: Wilson River - Jordan Creek

Highway: Wilson River

County: Tillamook

Prefix: 29-1969

Project Manager: H. N. VanCleave

Date March 30, 1983

Twenty Year Traffic Coefficient 9.5

18 kip EAL's per day 191

R Value 9

Frost Penetration ----

CBE Total Requirement 30.5"

STRUCTURAL SECTION
NEW WORK

ACTUAL THICKNESS	COMPONENT	CREDIT
1.5"	A.C. (Final Stage)	3.0"
3.5"	A.C. Wearing Surface & Base (Class "B")	7.0"
---	Seal	---
11.0"	Cement Treated Base	20.0"
16.0"		30.0"

EXISTING ROADWAY
(21 ft. ± width)

1.5"	A.C. (Final Stage)
2.0"	A.C. Wearing Surface (Class "B"), with a 1.0" allowance for leveling.

1.0" Asphaltic Concrete Wearing Surface & Base = 2.0" Aggregate Base
1.0" Cement Treated Base = 1.8" Aggregate Base
1.0" Plant Mix Bituminous Base = 1.8" Aggregate Base
1.0" Emulsion Treated Wearing Surface & Base = 1.8" Aggregate Base
1.0" Oil Mat = 1.8" Aggregate Base
1.0" Cement Treated Existing Roadway Material = 1.5" Aggregate Base
1.0" Lime or Cement Treated Subgrade = 1.0" Aggregate Base
1.0" Aggregate Subbase = 0.8" Aggregate Base

Above Factors apply to materials that comply with Standard Specifications and Special Provisions.

F.H.W.A.
Location Engineer
Construction Engineer
Materials
Region Engineer
Project Manager
Specifications Engineer
Final Design Engineer
Regional Geologist
Denis Miller

Versteeg
Anderson
Adams
Muench
Stoudenmeyer
Terpin
Trout
Wakerlig
RECEIVED
MAR 31 1983
ROAD DESIGN SECTION
Do not File ☐
Return to
Bring Up / /
Action

B/L ~~2/[illegible]/83~~

~~[illegible]~~

~~[illegible]/83~~

~~3/17/83~~

~~3/24/83~~

February 17, 1983

DES 16

Brent Forsberg
Waterway Coordination
Department of Fish & Wildlife
506 SW Mill Street
Portland, Oregon 97201

Versteeg
Anderson
Adams
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
FEB 17 1983
ROAD DESIGN SECTION

Do Not File
Return To
Bring
Action

Jordan Creek Bridge Widening
Wilson River-Jordan Creek Section
Wilson River Highway
Tillamook County

Bids will soon be received on the above bridge widening project. Attached is a set of plans for you review.

The removal quantities in the permit area are much less than 50 cubic yards, so we are not applying to the Division of State Lands for a Removal/Fill permit.

We would be pleased to have you review this proposal and offer any comments that might be required to control the contractor's operation for protection of the stream.

Please call if you have questions.

J.H. Versteeg
Road Design Engineer

By

Donald L. Trout
Final Project Coordinator

DLT:kg
attachment

3/29/83
Brent says-
-10% Turbidity
Control
- Revegetate
Don T.

9641

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

February 15, 1983

In Reply Refer to
File No.:
DES 23
1872A

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: Walter J. Hart, P.E.
Bridge Engineer

ORIGINAL SIGNED
JERALD E. BACKSTRAND

J. E. Backstrand, P.E.
Assistant Bridge Engineer

SUBJECT: Jordan Creek Bridge
Wilson River - Jordan Creek Bridge Section
Wilson River Highway
Tillamook County
BR 1872A

Enclosed are two reduced prints of Drawings 38179 and 37154 which are the preliminary plan and elevation and vicinity map for this structure. The alignment and roadway width are in accordance with the standards governing the project.

We intend to widen this structure with prestressed slabs for the sake of economy and to use the side-mount tubular rail to provide less view obstruction to vehicles approaching from the right at the ends of the bridge. The side-mount rail also allows us to use one less line of slabs than would be required by the top-mount GM-type rail.

The estimated cost of this structure, including an allowance for engineering and contingencies, is $105,000. We request your approval of our preliminary plan.

CWP:jrb
Enclosures
cc: ✓E. S. Hunter
D. E. Swan
J. H. Versteeg /w/ 1 set
C. O. Fredrickson /w/ 1 set
Gary Potter /w/ 1 set
John Grassman, Location, /w/ 1 set

RECEIVED
TECHNICAL SERVICES
FEB 17 '83
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

Form 734-3122

37

ROAD DESIGN SECTION DES 16

William R. Fretwell
Region 2 Geologist

September 23, 1982

Fred Eriksen
Fred Eriksen
Design Supervisor

Wilson River-Jordan Creek Section
Wilson River Highway
Tillamook County

Versteeg
Anderson
Adams
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
SEP 24 1982
ROAD DESIGN
SECTION

Do Not File
Return To
Bring Up
Action

We are preparing contract plans for an overlay and widening project on this 6.4 mile section. We have been instructed to have completed plans ready by May 1, 1983.

A prospective material source plan developed for the Jordan Creek-McNamers Camp Section that was contracted in July, 1982 was included in the project data. It was noted that this source identified as Brown's Camp might be used for the Wilson River-Jordan Creek Section.

Please furnish us with a material source, development plan, permit application, etc. as needed for the proposed project. We will need approximately 35,000 cu. yds. of surfacing aggregates.

Attached is a print of the Brown's Camp material source as developed for the Jordan Creek-McNamers Camp project which may be useful to you.

FE:rw

Attachment

cc: C. O. Fredrickson
Denis Miller

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-35(3)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Tillamook

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 80370

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 7/23/82

8. FEDERAL ROUTE NUMBER Primary 35

9. STATE ROUTE NUMBER Primary 37

10. GENERAL LOCATION:
Wilson River - Jordan Creek

11. GENERAL DESCRIPTION OF WORK
Program change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program Change
See below

13. REMARKS

As requested in Mr. Swan's letter of 7/16/82 I approve the revised Preliminary Engineering Costs to a TEC of $112,200 Federal Funds $96,233.

(Increase TEC $67,000 Federal Funds $57,465)

RECEIVED
STATE HWY ENGR
JUL 23 '82
REFER TO Moebring
FOR

Info	Inves	R/D	D R	Sign	Act	File

14. DATE 7/23/82

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9641

8

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. F-35(3)

STATE PROJECT NO. See below

COUNTY NAME Tillamook

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

PROGRAM NO.

ITEM NO. 80370

FROM:

G. L. Green, Division Administrator
Salem, Oregon

TO:

Mr. F. B. Klaboe
Chief of Operations, ODOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED

DATE AUTHORIZATION EFFECTIVE 8-16-78

FEDERAL ROUTE NUMBER Primary 35

STATE ROUTE NUMBER Primary 37

GENERAL LOCATION:

Wilson River - Jordan Creek Section

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION Including utility preparatory work and archeological salvage TEC NTE $45,200 F.F. $38,768.
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 8-10-78.

NOTED
F. B. KLABOE

Swan

DATE 8-16-78

SIGNATURE OF APPROVING OFFICIAL G. K. Hoime

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

964

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

STATE A-95 REVIEW CONCLUSIONS

APPLICANT: OR DOT, HWY. DIV.

PROJECT TITLE: Wilson River - Jordan Creek TILLAMOOK

DATE: July 25, 1978

The state has reviewed your project and reached the following conclusions:

☒ No significant conflict with the plans, policies or programs of state government have been identified ~~and your proposal is endorsed as presented.~~

☒ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

REC'D
STATE HWY
JUL 25 '78
REFER TO
FOR
Info | Inves | R D | D/R | Sign

7-27-78 copies sent to:
G. L. Green
H. S. Coulter
F. E. Terpin
J. B. Boyd
J. H. Versteeg
Gary Potter
W. J. Hart
C. O. Fredrickson
E. L. Everton
Paul Burket
B. L. Gifford

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

☐

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

BEN GIFFORD
6-23-78

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies must also be included.

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

Project #: ____________________ Due Date: ____________________

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have [illegible] comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

RECEIVED
JUN 26 1978
DIVISION OF STATE LANDS

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

( ) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

/ If the project would require the removal, fill or alteration of 50 cubic yards or more of material within the banks of the waterway(s), we urge the applicant to apply for state fill or removal permits well in advance of construction deadlines to prevent unnecessary project delays. Specific information on the need for permits may be obtained from the Division of State Lands' office at 1445 State Street, Salem, OR 97310. Phone 378-3805.

Thank you for the opportunity to comment on this project.

Agency Lands By ____________________

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

Project #: ______________ Due Date: [illegible]

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

(X) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - -

Wilson River - Jordan Creek REMARKS (Please type or print legibly) Tillamook Co.

The Highway Environmental Section should coordinate the protection of cultural resource with the State Historic Preservation Office.

Agency HISTORIC PRESERVATION OFFICE
STATE PARKS & RECREATION BRANCH
525 TRADE STREET SE
SALEM, OREGON 97310 PO

By David G Talbot

(82)

DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY BUILDING • • SALEM, OREGON • • 97310

June 23, 1978

TO **Executive Department**
Federal Aid Coordination Unit

Clatsop-Tillamook Intergovernmental Council
P.O. Box 488
Cannon Beach, OR 97110

FROM **D. E. Swan**
Federal Aid Engineer

D E Swan

RECEIVED STATE HWY ENGR						
JUN 22 '78						
REFER TO						
FOR						
Info	Inves	R/D	D/R	Sign	Act	File

SUBJECT **Notice of Intent for Federal Aid Funds**
State Admin. Dist. No. 1
Section: Wilson River-Jordan Creek
Highway: Wilson River Hwy., OR Rt. 6
County: Tillamook

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programing of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be July 24, 1978.

H. S. COULTER

BLG: dmc

Attachment

cc: **G. L. Green**
H. S. Coulter
F. E. Terpin
J. B. Bovd
J. H. Versteeg
Gary Potter
W. J. Hart

Region 2: C. O. Fredrickson
District 1 : E. L. Everton
Aeronautics Division
Paul Hartwig, Parks
Gerald Wimer
B. L. Gifford

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02 12] APPLICANT [45: Department of Transportation — 46] DIVISION [79: Highway

03 12] APPLICANT ADDRESS STREET [45: O'DOT Building — 46] CITY [60: Salem — 76] ZIP [80: 97310

04 12] CONTACT PERSON [45: D. H. Moehring — 46] AREA CODE [48: 503 — 49] PHONE [55: 378 — 56] EXTENSION [59: 6563

01 12] PROJECT TITLE [71: Wilson River-Jordan Creek

11 12] PROJECT LOCATION—CITY: Wilson River Hwy.
OR Rt. 6 — PROJECT LOCATION—COUNTY: Tillamook — PROJECT LOCATION [79 SEC: T: R:

SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

05 The proposal is to widen the travel lanes and pave the shoulders of the existing

06 12] facility. The shoulder areas may require reconstruction to provide additional [71

07 12] width and adequate base for the paved surfacing. Some drainage pipes will have to [71

08 12] be extended and headwalls reconstructed. Installation of guardrail and the [71

09 12] removal or protection of roadside hazards may also be required. [71

10 12] [71

12

AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
636,400		103,600			740,000

13 12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45 — 46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79

14 12] FEDERAL PROGRAM TITLE [71: Title 23 USC Highways

15 12] FEDERAL AGENCY NAME [45: U. S. Department of Transportation — 46] FEDERAL SUB-AGENCY NAME [79: FHWA

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE ☒ 12 — INTER-STATE ☐ 13 — COUNTY ☐ 14 — CITY ☐ 15 — SCHOOL DISTRICT ☐ 16 — SPECIAL DISTRICT ☐ 17 — COMMUNITY ACTION ☐ 18 — SPONSORED ORGANIZATION ☐ 19 — OTHER ☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT ☒ 21 — CONT. GRANT ☐ 22 — SUPPL'T GRANT ☐ 23 — INCREASE DURATION ☐ 24 — DECREASE DURATION ☐ 25 — CANCELLATION ☐ 26 — INCREASE DOLLARS ☐ 27 — DECREASE DOLLARS ☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? Yes ☒ 29 No ☐ 30 Date: June 23, 1978

(D) REVIEW REQUIRED by A-95: Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT: Yes ☐ 33 No ☒ 34

(F) HOUSING RELOCATION REQUIRED: Yes ☐ 35 No ☒ 36

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH [42: July — 43] DAY [44: 24 — 45] YEAR [46: 1978

Form PNRS-1 Page 1

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: June 23, 1978

VI. If project includes state funds (12C), identify agency Highway

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a Category 3 Project of Non-Major environmental impact under Oregon's Action Plan.

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

F-35 (-)

PART 1. GENERAL INFORMATION

A. Project Identification:

Date June 14, 1978
Section Wilson River-Jordan Creek
Unit (if appl)
County Tillamook
City
Highway Wilson River
State Hwy. No. Oregon 6
Termini: M.P.(if appl) 11.8-18.0
Length 6.2 miles
Region 2
Construction Estimate $740,000
Program Amount

B. Purpose of Project:

The proposed project is to resurface the existing pavement and pave the highway shoulder areas.

C. Origin & History of Project:

The project is included in the Six-Year Highway Improvement Program, approved by the Transportation Commission February 22, 1978, for construction in fiscal year 1982 or earlier if funding becomes available. An Authority to Survey request dated May 12, 1978 has been forwarded for processing.

D. General Description of Project:

The proposal is to widen the travel lanes and pave the shoulders of the existing facility. The shoulder areas may require reconstruction to provide additional width and adequate base for the paved surfacing. Some drainage pipes will have to be extended and headwalls reconstructed. Installation of guardrail and the removal or protection of roadside hazards may also be required.

Alignment: New ______ Existing XX ______ Combined ______

Typical Section: Existing: No. Lanes 2 ; Med. 0 ; Shldrs. 2 ; Parking 0
Proposed: No. Lanes 2 ; Med. 0 ; Shldrs. 2 ; Parking 0

Traffic: Existing Facility: Existing ADT 2300 ; Projected ADT 3450 ; Yr. 1998
Existing Level of Service ______

Proposed Facility: Projected ADT 3450 ; Yr. 1998
Projected Level of Service ______

734-3953 (10-75)

Right of Way: Additional anticipated Possibly: if yes, give approx. No. Parcels Unknown
Yes, No

Acres________; Type of Relocation Req. None; No.________

Materials Source, Borrow, Waste Disposal Requirements, if any:

To be determined during the engineering phase. Commercial and state controlled sources are available.

Type of Structure(s):

None involved

Brief Description of River or Stream and Type of Involvement, if any:

The highway is adjacent to the Wilson River throughout the project length; however, no involvement with the stream is anticipated.

Local City, County or COG priorities of project:

FHWA and/or OSHD approvals given, if any:

The project has been approved by the Oregon Department of Transportation and included in the Six-Year Highway Improvement Program.

Location or Design Alternatives (identify and describe):

Design alternatives will be considered during the engineering phase and may include travel lane and shoulder widths, and surfacing requirements.

Other Descriptive Information or Comments:

The proposed typical section is for a 32 foot paved surface striped for 12 foot travel lanes and 4 foot shoulder areas. No additional facilities for bicycles are being considered as only limited bicycle use is anticipated. It may not be economically feasible to construct full width shoulders throughout the full length of the project.

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural:

The Wilson River Highway extends in an easterly direction from its intersection with the Oregon Coast Highway in Tillamook following up the main stem of the Wilson River crossing the summit of the Coastal Mountain Range and joining the Sunset Highway approximately 20 miles west of Portland. Within the project area, the highway generally parallels the southerly bank of the Wilson River following the narrow valley floor of a rather rugged steeply sloped canyon down the westerly slopes of the Coastal Mountain Range. The area is densely forested with riparian species along the valley floor changing to more pure stands of douglas firs at higher elevations. Riparian species along the valley consist of an overstory of black cottonwood, bigleaf maple, alder, cedar, hemlock, spruce, and douglas fir . Midstory vegetation consists of dogwood, seedling fruit trees, willow, vine maple, elderberry, bitter cherry, and several unidentified trees and larger shrubs. Understory and ground cover vegetation consists of thimbleberry, scotchbroom, several types of fern, wildflowers, weeds, grasses, and low brush.

Soils of the valley floor are generally silty clays, sands and gravel, and forest detritus overlaying a stratisfied basalt formation. Several areas of volcanic rocks and marine sedimentary rocks are also present. The native vegetation of the area is excellent wildlife habitat, and the Wilson River drainage basin is a valuable recreational and fishery resource. The various species of wildlife and aquatic life are not identified as no significant adverse impacts to their habitat are anticipated.

2. Cultural:

Generally, the highway extends through Oregon State forest lands; however, there are some exceptions. At the westerly terminus, the highway is bordered by the Wilson County Park land for approximately 3/4 of a mile. A second county park borders the highway for a short distance at the confluence of Fall Creek with the Wilson River. Several privately owned homesites and forest lands are scattered throughout the project limits. State forest land on either side of the highway is designated as Wilson River Highway Forest Wayside and is maintained as a scenic and recreational resource. Timber management practice in this area is to allow only limited selective tree harvest. County parks adjacent to the highway are relatively undeveloped and primitive providing only pit toilets and a few picnic tables. No potable water is available. A State Forest Camp at Keenig Creek provides camping, picnicing, pit toilets and potable water. The Wilson River provides fishing and swimming at many access points along the highway as well as from the various parks.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

Right of way, if required, would be from private ownerships and State Forest lands, and would be in linear strips adjacent to the existing right of way. It is not anticipated that any land from a county or Forest Service park would be required.

2. Estimated Impact on Traffic Patterns:

Temporary interruptions during construction.

Consequences--Air Quality, Noise, Safety, etc.:

Projects of this type are generally unrelated to changes in air quality or ambient noise levels. The proposed wider travel lanes and paved shoulders would improve highway safety and minimize maintenance.

3. Estimated Impact on Land Use:

No impacts on existing land use are anticipated, nor are any changes in land use foreseen as a result of the proposed construction.

Consequences:

4. Expected Impact on Natural Ecological Resources:

None anticipated.

Consequences:

5. Expected Impact on Cultural and Scenic Resources:

Any new cut or fill sections would be an impact upon the scenic resources of the area.

Consequences:

Cut and fill areas have not been identified as yet; however, any construction scars that may occur would blend into the natural background over a period of time through landscaping and the regrowth of natural vegetation.

6. Preliminary Identification of Areas of Critical Concern:

None identified.

7. Potential for Controversial Issues:

None identified.

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans

The project would be consistent with clean air implementation plans as no changes in traffic volumes, traffic speeds, or patterns are anticipated.

b. Noise Standards

No changes in ambient noise levels are anticipated as a result of the proposed project. A noise study report is required.

c. Water Quality Standards

Standard specifications that are a part of all contracts will assure that water quality standards are maintained.

d. Area Land Use and Transportation Plans, and Zoning

Improving an existing facility is unrelated to area land use plans, transportation plans and zoning.

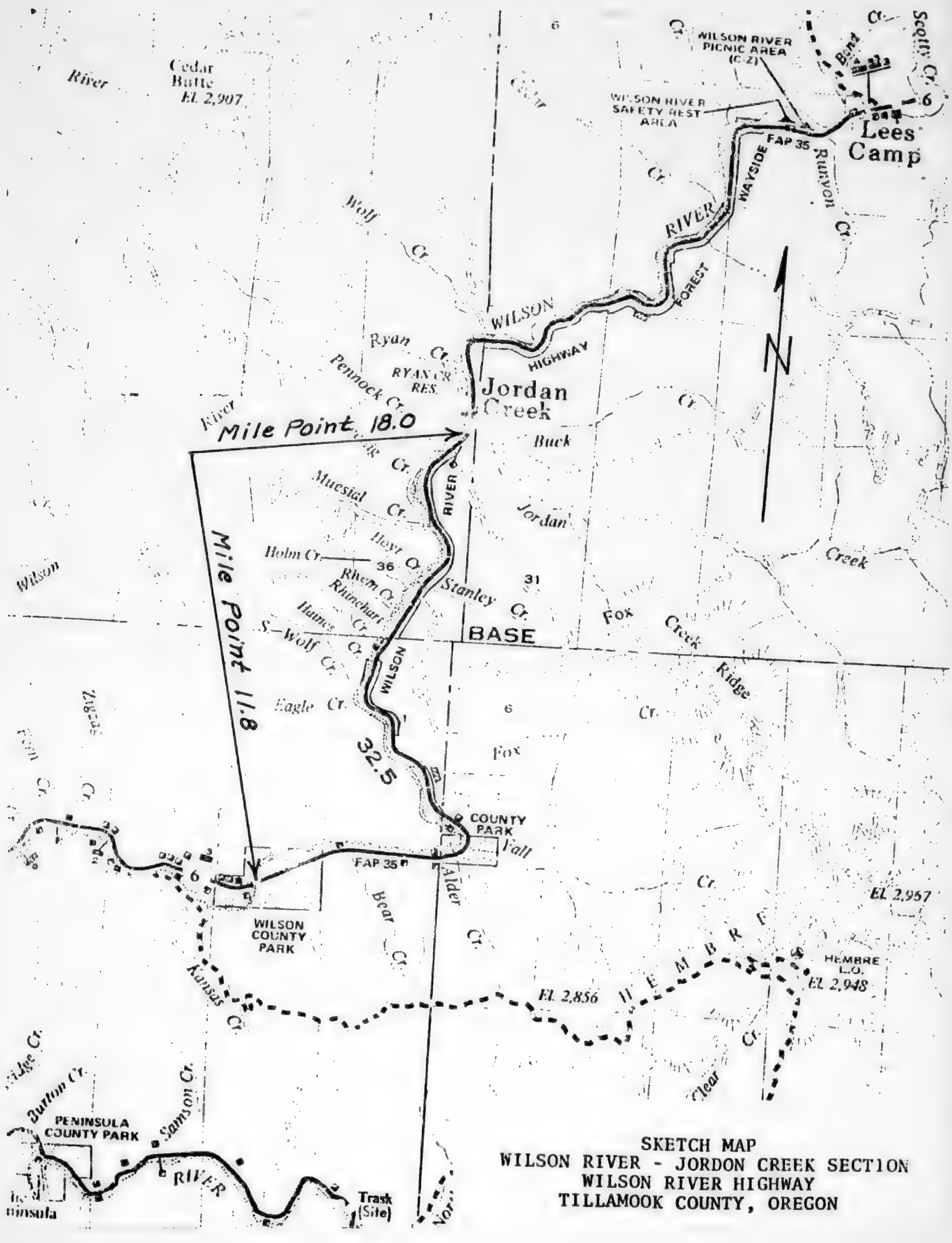
C. Recommended Type of Action and Documentation:

-------------MAJOR ACTION-----------------		XX ----NON-MAJOR ACTION-----
SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	____ D & F Neg.Dec.	XX ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:

In accordance with FHPM 7-7-2, paragraph 10(e), projects of this type are ordinarily considered to be non-major actions and do not require the preparation of an E.I.S.

D. Recommended Project Category: ____ 1 ____ 2 XX 3 ____ 4


Cedar Butte
El. 2,907
River
Wilson
Wolf Cr.
Cedar Cr.
Cr.
Scotty Cr.
Bend Cr.
WILSON RIVER PICNIC AREA (C-Z)
WILSON RIVER SAFETY REST AREA
FAP 35
6
Lees Camp
Runyon Cr.
WAYSIDE
WILSON RIVER
FOREST
HIGHWAY
Ryan Cr.
RYAN CR RES.
Pennock Cr.
Jordan Creek
Mile Point 18.0
Buck Cr.
Big Cr.
Muesial Cr.
Jordan Creek
RIVER
Holm Cr.
36
Hoyt Cr.
Rhem Cr.
Rhinehart Cr.
Stanley Cr.
31
Fox Creek Ridge
Haines Cr.
S-Wolf Cr.
BASE
WILSON
Mile Point 11.8
Eagle Cr.
32.5
6
Fox Cr.
COUNTY PARK
Fall Cr.
FAP 35
6
Alder Cr.
Bear Cr.
WILSON COUNTY PARK
El. 2,957
HEMBRE RIDGE
HEMBRE L.O.
El. 2,948
El. 2,856
Kansas Cr.
Clear Cr.
Ridge Cr.
Jordan Cr.
Samson Cr.
PENINSULA COUNTY PARK
RIVER
Peninsula
Trask (Site)
Nor.

SKETCH MAP
WILSON RIVER - JORDON CREEK SECTION
WILSON RIVER HIGHWAY
TILLAMOOK COUNTY, OREGON

1983 Elgin Rock Production 9642
Project with stockpile locations at
MP 36.9 & MP 40.3 on Weston-Elgin Hwy.

9642 [illegible] 33 N

STATEMENT OF OVERRUNS AND UNDERRUNS

Project: Elgin Rock Production	Contract No. : 9642
Highway: Weston - Elgin	Prefix: 31-4201
County: Union	F.A. No.: State

Item No.	Item	Unit	Original	Semifinal	± %
	SUMMARY				
	Bid Items	$	54,500.00	62,969.85	+15.5
	Contingencies	$	2,452.50	0.00	-100
	Engineering	$	5,450.00	5,450.00	-100
	Liquidated Damages	$		-3,740.00	
	Total	$	62,402.50	64,679.85	+3.6

All substantial changes were evaluated and none were found to meaningfully affect the total project cost.

mi

1 Versteeg ✓
Andersen
2 Adams
Cy Macnab
Stoudenmeyer
Turpin
Trout
Wahorlig

RECEIVED
OCT 31 1983
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

MAI 17-1

STATE OF OREGON
HIGHWAY DIVISION - Maintenance Section
Salem, OR 97310

INTEROFFICE MEMO

TO: Don Trout
Final Project Coordinator
ROAD DESIGN

DATE: October 29, 1984

SUBJECT: Maintenance Rock Production

I have enclosed information submitted by Region 5 for the following Maintenance Rock Production Project:

Project Name	Est. Qty. Cu. Yd.	Estimated Cost	Target Letting Date	Proposed Completion Date	Prefix
Elgin	10,000	88,000	ASAP	4-1-85	031-8322

The above prefix has been assigned by Dick Zitzewitz, Highway Accounting Control. This prefix should be charged during the spefification, construction and other phases of the project. Upon completion of the project, the cost shall be transferred as follows:

District 13 43-4415-190 (100%)

If you need additional supportive information to expedite processing of this project, please contact Region 5 Geologist, Vern Moore, at 963-3177.

Thank you.

Dennis A. Stephens
Maintenance Office Coordinator

DAS:dc

Attachment

cc: G. A. Potter
J. H. Versteeg
Steve Macnab
J. X. Wilson
C. K. Ansell
Dave Battee
Bruce Walton
Benny Vaughan

Verster
Trout
Wakerlig
RECEIVED
ROAD DESIGN SECTION
Action

81-125-1387

N

MAI 17-1

STATE OF OREGON **INTEROFFICE MEMO**
HIGHWAY DIVISION - Maintenance Section

TO: Gary Potter, Manager
Program Section

DATE: October 29, 1984

SUBJECT: Commission Contract for Maintenance Rock Production

Please place the following project on the Schedule of Contract Lettings:

Project Name:	Elgin Rock Production
Highway Number:	330
Highway Name:	Weston-Elgin
County:	Union
Region	5
Description of Work:	Rock Production
Funding Source:	State
Contract Estimate:	$88,000
Target Letting Date:	As soon as possible
Prefix:	31-8322

Dennis A. Stephens
Maintenance Office Coordinator

DAS:dc

cc: ✓ J. H. Versteeg
Steve Macnab

Versteeg
Wakerlig
RECEIVED
ROAD DESIGN SECTION
Do Not File
Return To
Bring Up / /
Action

10-30-84
Dennis stevens,
says Commercial
source.
Don T.

81-125-1387

April 24, 1984

Heritage Insurance Co. of America
c/o Surety Bond Specialists
7140 SE Fir Loop
Portland, OR 97223

CON 5
#9642

Gentlemen or Ladies:

On April 18, 1984, we wrote to you concerning release of final payment on Contract No. 9642 awarded to Kelly R. McFarlane Contracting for the Elgin Rock Production Project on the Weston-Elgin Highway in Union County.

Final payment on this contract is $1,000 and the total contract amount is $59,229.85. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm

cc: Kelly R. McFarlane Contracting
2820 SW 29th Court,
Redmond, OR 97756

bc: C. O. Fredrickson
Walt Hart
Robert D. Hector

96-1x

F

March 14, 1984

Gooding & Mendiguren
Lawyers
PO Box 1025
La Grande, OR 97850

CON 5
#9642

Gentlemen:

Thank you for your notice dated January 25, 1984, informing us that Rysdam Logging Co., has received full payment and satisfaction of its claim on Contract No. 9642.

You state this is in reference to the Kelly R. McFarlane Contracting, Contract No. 9642 for the Elgin Rock Production Project on the Weston-Elgin Highway in Union County.

This information will be noted in our records.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

cc: Kelly R. McFarlane Contracting
2820 SW 29th Court
Redmond, OR 97756

Heritage Insurance Co. of America
c/o Surety Bond Specialists
7140 SE Fir Loop
Portland, OR 97223

FKN:kjm

noted on card
3-14-84 kjm

GOODING & MENDIGUREN P.C.
LAWYERS

R. T. GOODING
PHILLIP A. MENDIGUREN

BARBARA L. BOSLAU
DIANE MURPHY
SHERRY FEHRENBACHER
SECRETARIES

LA GRANDE, OREGON 97850
THE PROFESSIONAL CENTER
1902 4TH STREET · P.O. BOX 1025
TELEPHONE (503) 963-2131

January 25, 1984

Department of Transportation
Attn: Robert W. Gormsen
COMMISSION SERVICES
Transportation Building
Salem, OR 97310

Re: File No.: CON 5 #9642

Rysdam Logging Co. has received full payment and satisfaction of its claim in the above.

RYSDAM LOGGING CO.

By: Arie Lee Rysdam Pres
ARIE LEE RYSDAM, President

ALR:dm

cc: Mr. McFarlane

cc: Heritage Insurance Co. of America
c/o Surety Bond Specialists
7140 SE Fir Loop
Portlande, OR 97223

RECEIVED
FEB 27 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

November 23, 1983

Mr. Keith A. Powelson
PO Box 304
Elgin, OR 97827

CON 5
#9642

Dear Mr. Powelson:

Thank you for your letter of November 18, 1983, informing us that the claim against Kelly McFarlane Contracting was settled on November 16, 1983.

This was in reference to the Kelly R. McFarlane Contracting Contract No. 9642 for the Elgin Rock Production Project in Union County.

This information will be noted in our records and we will advise the surety and the contractor.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

FKM:kjm

cc: Kelly R. McFarlane Contracting
2820 SW 29th Court
Redmond, OR 97756

Heritage Insurance Co. of America
c/o Surety Bond Specialists
7140 SE Fir Loop
Portland, OR 97223

ED
NOV 23, 1983
kjm

November 18, 1983
Keith A. Powelson
Box 304
Elgin, OR 97827

Department Of Transportation
Commission Services
Transportation Building
Salem, OR 97310

Dear Mr. Gormsen:

I have reached an agreement on the claim against Kelly R. McFarlane Contracting, Contract Number 9642. We settled on November 16, 1983.

Sincerely,
Keith A. Powelson
KEITH A. POWELSON

KP/mg

CERTIFIED
P26 3646899
MAIL

RECEIVED
NOV 21 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CL 83-241

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
NOV 14 1983
NORMA PAULUS
SECRETARY OF STATE

November 9, 1983

IN REPLY REFER TO
FILE NO.:
CON 5
#9642

Keith A. Powelson
Box 304
Elgin, OR 97827

Dear Mr. Powelson:

This will acknowledge your letter dated November 1, 1983, addressed to Joe Schlieski in La Grande filing a claim against the following Highway Division contract:

FILED BY: Keith A. Powelson

AMOUNT: $5,000

FOR: Rock Revenue

AGAINST (Prime contractor) Kelly R. McFarlane Contracting

CONTRACT NO.: 9642

PROJECT: Elgin Rock Production Project, Weston-Elgin Highway, Union County

SURETY: Heritage Insurance Co. of America

NOTED ON CARD
Nov. 15, 1983

We will advise the surety and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office (121 Transportation Building, Salem, OR 97310) when your claim has been paid.

Sincerely,

ORIGINAL SIGNED
ROBERT W. GORMSEN
Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
NOV 15 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: Heritage Insurance Co. of America
c/o Surety Bond Specialists
7140 SE Fir Loop
Portland, OR 97223

Kelly R. McFarlane Contracting
2820 SW 29th Court
Redmond, OR 97756

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

731-0188

Joe Schlieski
Res. Engineer
2204 Jefferson Ave.
LaGrande, OR 97850
963-7545

Nov. 1,1983

RE: Elgin Rock Production Contract # 9642

Mr. Schlieski:

We would like to put a claim in for $5,000.00 for rock revenue on contract # 9642.

We would appreciate your consideration on this matter.

Thank you.

Keith A. Powelson

The above signature of Keith A. Powelson witnessed by me as Notary Public, this 3rd day of November 1983.

State of Oregon 3/31/85

BOX 304
ELgin, Oregon 97827

RECEIVED
NOV -7 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

OREGON STATE HIGHWAY DEPARTMENT

TO:
Robert Gormsen

SUBJECT:
Elgin Rock Production Cont. #9642

FROM: J. A. Schlieski
P.O. Box 850
La Grande, Ore. 97850

DATE: Nov. 4, 1983

Bob:

Enclosed find 2 copies each of clams on contract # 9642.

1. Keith A. Powelson	$5,000.00
2. Arie L. Rysdam	5,500.00

Tim Mahon For
J. A. Schlieski
(SIGNATURE)

PLEASE REPLY HERE

RECEIVED
NOV -7 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CC: ______ ______ (SIGNATURE) ______ (DATE)

1. SENDER SHOULD DETACH SHEET NO. 4 AND HOLD UNTIL REPLY IS RECEIVED, LEAVING 1ST 2 CARBONS INTACT.
2. ADDRESSEE SHOULD REPLY, DETACHING SHEETS, RETAINING SHEET NO.1 AND RETURNING SHEET NO. 3 TO SENDER.
3. SHEET NO. 2 MAY BE USED AS INFORMATIONAL CARBON COPY OR DESTROYED.

1

CL83-242

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
NOV 14 1983
NORMA PAULUS
SECRETARY OF STATE

November 9, 1983

IN REPLY REFER TO
FILE NO.:
CON 5
#9642

Rysdam Logging Co.
Route 2, Box 30AB
Elgin, OR 97827

Gentlemen:

This will acknowledge your letter dated November 1, 1983, addressed to Joe Schlieski in La Grande filing a claim against the following Highway Division contract:

FILED BY:	Rysdam Logging Co.
AMOUNT:	$5,500
FOR:	Equipment rental and labor
AGAINST (Prime contractor)	Kelly R. McFarlane Contracting
CONTRACT NO.:	9642
PROJECT:	Elgin Rock Production Project, Weston-Elgin Highway, Union County
SURETY:	Heritage Insurance Co. of America

NOTED ON CARD
NOV 15, 1983

We will advise the surety and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office (121 Transportation Building, Salem, OR 97310) when your claim has been paid.

Sincerely,

ORIGINAL SIGNED
ROBERT W. GORMSEN
Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
NOV 15 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: Heritage Insurance Co. of America
c/o Surety Bond Specialists
7140 SE Fir Loop
Portland, OR 97223

Kelly R. McFarlane Contracting
2320 SW 29th Court
Redmond, OR 97756

✓bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

731-0188

OREGON STATE HIGHWAY DEPARTMENT

TO:

Robert Gormsen

FROM: J. A. Schlieski
P.O. Box 850
La Grande, Ore. 97850

SUBJECT:
Elgin Rock Production Cont. #9642

DATE: Nov. 4, 1983

Bob:

Enclosed find 2 copies each of clams on contract # 9642.

1. Keith A. Powelson	$5,000.00
2. Arie L. Rysdam	5,500.00

Tim Mahan For
J. A. Schlieski
(SIGNATURE)

PLEASE REPLY HERE

RECEIVED
NOV -7 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CC: ______ ______ (SIGNATURE) ______ (DATE)

1. SENDER SHOULD DETACH SHEET NO. 4 AND HOLD UNTIL REPLY IS RECEIVED, LEAVING 1ST 2 CARBONS INTACT.
2. ADDRESSEE SHOULD REPLY, DETACHING SHEETS, RETAINING SHEET NO.1 AND RETURNING SHEET NO. 3 TO SENDER.
3. SHEET NO. 2 MAY BE USED AS INFORMATIONAL CARBON COPY OR DESTROYED.

1

Joe Schlieski
Res. Engineer
2204 Jefferson Ave.
LaGrande, OR 97850
963-7545

Nov. 1,1983

RE: Elgin Rock Production Contract #9642

Mr. Schlieski:

We would like to put a claim in for $ 5500.00 for equipment rental and labor on contract #9642.

We would appreciate your consideration on this matter.

Thank you.

Rysdam Logging Co.

Pres Arie L. Rysdam

Above signature of Arie L. Rysdam witnessed by me this 3rd day of November 1983.

Notary State of Oregon 3/31/85

ROUTE 2 BOX 30 AB
Elgin oregon 97827

RECEIVED
NOV -7 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

7012

Report # 7 FINAL

FORM 734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Elgin Rock Production

WEEK ENDING: Oct.22,1983

SECTION PREFIX: 31-4201

HIGHWAY: Weston Elgin

COUNTY: Union

NAME OF JOB:

KIND OF WORK: Rock Production

CONTRACTOR: Kelly R.McFarlane

CONTRACT NUMBER: 9642

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: May 17,83

DATE WORK STARTED: Sept. 1,83

ESTIMATED COMPLETION DATE: Oct. 83

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 4 SUPERVISION: 1

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS:

CALENDAR DAYS USED:

PROJECT AUTHORIZATION: $ 62,402.50

SPECIFIED COMPLETION DATE: Sept.15,83

PERCENT OF TIME ELAPSED: 135%

EXCLUSIVE OF ENGINEERING: $ 56,952.50

ENGINEERING AUTHORIZATION: $ 5,450

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 56,952.50

ENGINEERING COST TO DATE: $ 3,000

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 95%

ESTIMATED PERCENT OVERRUN UNDERRUN ______ %

PERCENT OF AUTHORIZATION: 55 %

DATE PROJECT WAS COMPLETED: Oct. 19,83

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
					100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)			10,000		
TOTAL QUANTITIES CORRECTED TO DATE			10,000		
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			10,000		
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

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OCT 24 1983
CONSTRUCTION SECTION
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GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	Crushing sanding rock and stockpiling same.
MONDAY	Completed crushing and stockpiling. (10-~~20~~19-83)
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

To Do : Remove Crusher.
Submit Semi-Final to Region (10-26-83)

SIGNED Joseph A. [illegible] LOCATION La Grande

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

1983 Wash. Co. Pavement Marking 9643
Project No. 2 on various hwys. in Wash.
Co. (Pavement marking & raised markers)

rll

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

cc: OSHD (Coulter)

REGION NO. 10	REPORT NO. 2	COUNTY Washington	DIVISION Oregon
DATE OF REPORT 3/21/85	REPORT MADE BY T. P. Lowe, Area Engineer		PROJECT NO. PMS-000S(112)
COMPLETION DATE (Actual) 5/8/84	ACCEPTANCE DATE BY CONRTACT AGENCY 8/13/84	TIME ELAPSED 183 %	CONTRACT TIME 100 days

LOCATION

SEE BELOW

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

WASHINGTON COUNTY PAVEMENT MARKING PROJECT NO. 2
VARIOUS COUNTY ROADS
Pavement Markings & Raised Markers

This project provided for the installation of raised pavement markers on numerous county roads throughout Washington County and the installation of thermal plastic school crossing legends with crosswalks at various locations.

The contractor used 183 days to complete the work. The contract allowed 100 dyas. A time extension was granted for 83 days. No liquidated damages were charged.

The final cost of $181,000 underran the original authorization by three percent.

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
MAR 28 '85
REFER TO Fredrickson
FOR

Info	Immed	R/R	D/R	Sign	Act	File

Cy 3/29

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original Signed by T. P. LOWE T. P. Lowe		SIGNATURE Original Signed By G. K. HOSSNER Field Operations Engineer G. K. Hossner	
TITLE Area Engineer	DATE 3/27/85	TITLE Field Operations Engineer	DATE 3/27/85

FORM FHWA 1446B (Rev. 2-84)   PREVIOUS EDITIONS MAY BE USED.

August 30, 1984

United Pacific Insurance Co.
Bond Department
33405 8th Ave. So. C-3000
Federal Way, WA 98003

CON 5
#9643

Gentlemen or Ladies:

On August 16, 1984, we wrote to you concerning release of final payment on Contract No. 9643 awarded to Eterna-Line Corporation for the Washington County Pavement Marking Project No. 2.

Final payment on this contract is $14,950.00 and the total contract amount is $170,334.35. No work was performed under force acuount.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm
cc: Eterna-Line Corporation
413 East 37th
Boise, ID 83704

bc: C. O. Fredrickson
Walt Hart
E. L. Hardt

July 25, 1984

CON

Eterna-Line, Inc.
413 E. 37th
Boise, Idaho 83704

Time Extension Request
Washington County Pavement
  Marking Project No. 2
Contract No. 9643
FAP No. PMS-000S(112)

Your request for additional contract time in which to complete the above project has been carefully reviewed. A contract time adjustment of an additional 83 calendar days is granted due to the delay in awarding the contract to you and due to the time loss sustained by rescheduling your work to install the school crossings first at the State's request.

The adjusted contract time for completion of this contract is 183 calendar days. This will eliminate all liquidated damages under this contract.

W. E. Schwartz, P.E.
Assistant State Highway Engineer
  for Operations

OBJ:mk sl

bc H. S. Coulter
C. O. Fredrickson
Al Harwood w/att.
Howard Harris w/att.
FHWA w/att.
Bruce Walton

STATE OF OREGON **INTEROFFICE MEMO**

TO: BRYANT JACKMOND
Contract Administration Engineer

DATE: June 14, 1984

Marion Craft

FROM: MARION CRAFT
Region Construction Engineer

SUBJECT: WASHINGTON COUNTY PAVEMENT MARKING
PROJECT NO. 2
Various Washington County Roads
Contract No. 9643

CE...... CAE...... **RECEIVED** LS...... TC......
COE...... OM...... SA...... CC......
CA...... FE......
CAM...... **JUN 15 1984** MA......
CP...... **CONSTRUCTION** QCS......
EEO...... **SECTION** FILE......

Attached is a time extension request from the contractor for a 90 day extension. There were 100 calendar days set up for the job and 183 were used. He is basing his request on three items: a delay in awarding the contract; problems in getting acceptable markers; and a change in the contractor'sschedule as requested by the State (Washington County).

Howard Harris has analyzed these requests and recommends 30 days be returned due to the late awarding of the contract and 45 days due to the adjustment of the working schedule to satisfy Washington County's request. Howard recommends no days due to manufacturer's problems in getting acceptable markers.

Since these dalays did have the effect of pushing some of the work into a later part of the year, with no practical way of calculating the productivity loss, Howard is recommending we grant the 83 days that the contract overran, thus eliminating all liquidated damages.

I concur in this recommendation.

7-23-84

W. E. Schwartz -

I concur with Region and Project Manager and recommend a time extension of 83 C.D. due to late award of contract (to second low bidder) and to state requested schedule change.

B Jackmond

MC/gw
Attachment
cc Howard Harris

01-123-1387

96-13

PROJECT MANAGER'S NARRATIVE REPORT

PROJECT:	WASHINGTON COUNTY PAVEMENT MARKING PROJECT NO. 2		
HIGHWAY:	VARIOUS COUNTY ROADS	CONTRACT NO.:	9643
COUNTY:	WASHINGTON	PREFIX NO.:	234-1087
CONTRACTOR:	ETERNA-LINE, INC.	F.A.P. NO.:	PMS-000S(112)

PROJECT CALLED FOR THERMOPLASTIC SCHOOL LEGENDS, THERMOPLASTIC LINES AND THE PLACEMENT OF RAISED MARKERS COUNTY WIDE.

PROPOSALS WERE RECEIVED MAY 12, 1983 AND CONTRACT WAS AWARDED JUNE 24, 1983 (44 DAYS) TO ETERNA-LINE CORPORATION WHICH WAS THE SECOND BIDDER.

THERMOPLASTIC PAVEMENT MARKINGS

WASHINGTON COUNTY REQUESTED THIS WORK BE PERFORMED FIRST SO IT COULD BE COMPLETED BEFORE OR SHORTLY AFTER SCHOOL STARTED. THE ONLY PROBLEMS ENCOUNTERED WAS VANDALISM. THIS PORTION OF THE WORK WAS COMPLETED AND ACCEPTED BY WASHINGTON COUNTY OCTOBER 10, 1983.

RAISED MARKERS

WORK DID NOT START WHEN SCHEDULED AS ORIGINAL MARKERS SUBMITTED FOR TESTING DID NOT MEET SPECIFICATIONS. PRODUCTION WAS EFFECTED BY NUMEROUS EPOXY MACHINE BREAK DOWNS AND INCLEMENT WEATHER ALTHOUGH FINAL IN PLACE WORK WAS VERY GOOD.

TRAFFIC CONTROL

ONLY MAJOR PROBLEM WITH TRAFFIC CONTROL WAS DUE TO WEATHER CONDITIONS. A STOP WORK WAS ISSUED, IN THE INTEREST OF THE SAFETY OF THE TRAVELING PUBLIC, DECEMBER 20, 1983 AND RESCINDED APRIL 16, 1984.

ON THIS TYPE AND SIZE OF JOB WITH A 'SMALL' MOVING CREW WE SHOULD CONSIDER ALLOWING THE USE OF CONICAL SHAPED CONES.

NOTED
A. ANDERSON

CONTRACT TIME

SPECIFIED TIME WAS 100 CALENDAR DAYS, WORK WAS COMPLETED IN 183 CALENDAR DAYS. A CONTRACTOR'S REQUEST FOR ADJUSTMENT OF CONTRACT TIME HAS BEEN SUBMITTED AND IS PENDING.

Versteeg
Anderson
Adams
Macnab
Edwards
Terpin
Trout
Wakerlig

RECEIVED
JUN 20 1984
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up ..../..../....
Action

STATEMENT OF OVERRUNS AND UNDERRUNS

PROJECT:	WASHINGTON COUNTY PAVEMENT MARKING PROJECT NO. 2	CONTRACT NO.:	9643
HIGHWAY:	VARIOUS COUNTY ROADS	PREFIX NO.:	234-1087
COUNTY:	WASHINGTON	F.A.P. NO.:	PMS-000S(112)

SUMMARY

ITEM NO.	ITEM	UNIT	ORIGINAL	SEMI-FINAL	+/-%
	BID ITEMS	$	164,990.35	170,334.35	+ 3
	ANTICIPATED ITEMS	$	0	0	0
	CONTINGENCIES	$	7,424.57	0	-100
	ENGINEERING	$	14,849.13	23,000.00	+55
	LIQUIDATED DAMAGES	$		-12,450.00	
	TOTAL	$	187,264.05	180,884.35	- 3

ALL SUBSTANTIAL CHANGES WERE EVALUATED AND ONLY THOSE LIST BELOW MEANINGFULLY AFFECTED THE TOTAL PROJECT COST.

INDIVIDUAL OVERRUNS AND UNDERRUNS

ITEM NO.	ITEM	UNIT	ORIGINAL	SEMI-FINAL	+/-%
B.I. 003	TEMPORARY SIGNS	SQ. FT.	257	135	-47

DUE TO THE TYPE OF OPERATION, MORE SIGNS WERE NOT NEEDED TO MAINTAIN SAFE TRAFFIC CONDITIONS.

ITEM NO.	ITEM	UNIT	ORIGINAL	SEMI-FINAL	+/-%
B.I. 006	FLAGMEN	HOUR	400	806.5	+102

TRAFFIC CONDITIONS WOULD HAVE BEEN HAZARDOUS WITHOUT THE ADDITIONAL FLAGGING HOURS BECAUSE THE WORK WAS ALWAYS IN THE TRAVEL LANE AND THE WORKSITE WAS CONSTANTLY CHANGING DURING THE INSTALLATION OF THE REFLECTORIZED MARKERS.

ITEM NO.	ITEM	UNIT	ORIGINAL	SEMI-FINAL	+/-%
B.I. 010	THERMOPLASTIC PAVEMENT LINE	SQ. FT.	6,860	7,254	+ 6

SOME STREETS WERE WIDER THAN OTHERS SO THEY USED MORE LINE.

9643

*** FINAL REPORT ***

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION WASHINGTON COUNTY PAVEMENT MARKING PROJECT NO. 2	WEEK ENDING JUNE 8, 1984	SECTION PREFIX 234-1087
HIGHWAY VARIOUS COUNTY ROADS	COUNTY WASHINGTON	
NAME OF JOB WASH. CO. PVMT. MKNG. PROJ. NO. 2	KIND OF WORK PAVEMENT MARKINGS & RAISED MARKERS	
CONTRACTOR ETERNA-LINE, INC.	CONTRACT NUMBER 9643	FEDERAL AID PROJECT NUMBER PMS-000S(112)
DATE OF CONTRACT JUNE 24, 1983	DATE WORK STARTED AUGUST 17, 1983	ESTIMATED COMPLETION DATE
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS SPECIFIED CALENDAR DAYS 100	WORK DAYS USED CALENDAR DAYS USED 183
PROJECT AUTHORIZATION: $ 187,264.05	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 183
EXCLUSIVE OF ENGINEERING: $ 172,414.92	ENGINEERING AUTHORIZATION $ 14,849.13	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 157,884.35	ENGINEERING COST TO DATE $ 23,000.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 8.4 %	PERCENT OF AUTHORIZATION 155 %	DATE PROJECT WAS COMPLETED: MAY 8, 1984

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
N/A	N/A	N/A	N/A	N/A	N/A		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

NONE.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

JUNE		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	3	RAIN	0		
MONDAY	4	RAIN	0		
TUESDAY	5	SHOWERS	0		
WEDNESDAY	6	SHOWERS	0		
THURSDAY	7	SHOWERS	0		
FRIDAY	8	CLOUDY	0		
SATURDAY	2	CLOUDY	0		

RECEIVED
JUN 11 1984
CONSTRUCTION SECTION
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FILE

JUNE	GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK
SUNDAY 3	NO ACTIVITY JUNE 2, 1984 THROUGH JUNE 8, 1984.
MONDAY 4	
TUESDAY 5	
WEDNESDAY 6	
THURSDAY 7	
FRIDAY 8	
SATURDAY 2	

REMARKS

STATUS TO DATE: PROJECT COMPLETED MAY 8, 1984.
SEMI-FINAL ESTIMATE HAS BEEN SUBMITTED.
THIRD NOTIFICATION HAS BEEN SUBMITTED.
CONTRACTOR HAS REQUESTED A TIME EXTENSION.
THIS WILL BE THE FINAL WEEKLY REPORT FOR THIS PROJECT.
=================

SIGNED by Peter A. Langway LOCATION BEAVERTON
for HOWARD R. HARRIS, PROJECT MANAGER

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION
10550 S.W. ALLEN BLVD., #130 BEAVERTON, OREGON 97005

In Reply Refer to
File No.:

AUGUST 30, 1983

ETERNA-LINE, INC.
413 E. 37TH
BOISE, IDAHO 83704

RE: WASHINGTON CO. PAVEMENT MARKING
PROJECT NO. 2
CONTRACT NO. 9643

ATTENTION: STEVE NEIGHBORS
PRESIDENT

THE SIGNING AND METHOD OF FLAGGING IS ACCEPTABLE AS DETAILED IN YOUR LETTER OF AUGUST 17, 1983.

SOME OF THE WORK LOCATIONS WILL REQUIRE MODIFICATIONS AND THIS WILL BE DETERMINED IN THE FIELD PRIOR TO STARTING WORK AT EACH LOCATION.

IN THE FUTURE DIRECT CORRESPONDENCE TO THE PROJECT MANAGER AS YOU WERE INSTRUCTED AT THE PRE-CONSTRUCTION CONFERENCE.

HOWARD R. HARRIS
PROJECT MANAGER

NOTED
W. E. SCHWARTZ

HRH/PL

RECEIVED
STATE HWY ENGR
AUG 31 '83
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

CC: SCHWARTZ
CRAFT
FILE

Form 734-3122

7.

Eterna-Line CORPORATION 413 E. 37th • Boise, Idaho 83704 • (208) 345-7000

August 17th, 1983

RECEIVED
STATE HWY ENGR

AUG 19 '83

REFER TO
Ed Hardt

FOR

Info	Inves	R/D	D/R	Sign	Act	File
			✓		✓	

Ang to
8/23

State of Oregon
Department of Transportation
Transportation Building
Salem, Oregon 97310

RE: Washington County PMS 0005 (112)
Contract #9643

Dear Gentlemen:

In reference to the flagging and traffic control for the above referenced project, we propose to use the state proposed traffic control system with the following tenative modifications:

1. Four (4) flaggers will be used on the project. One (1) flagger will move with each crew, while one (1) flagger will be stationed at the beginning and end of each project. The flagger stationed at the beginning and end of the project will be responsible for setting up and moving the signs at each station as well as for traffic control.

2. The following signs will be used:
   a. Road construction ahead
   b. Flagger ahead
   c. Be prepared to stop
   d. End of construction (optional)

3. Flasher boards will be used when necessary.

4. We would like you to consider use of aluminum rather than wooden signs on the project. Aluminum is lighter and more easily transported by flaggers because of the large number of stations and the small amount of work at each. Ease of mobility is of prime consideration.

These proposals are a starting place. I am sure that there will have to be modifications as determined by our foreman and the inspecting engineer as the stations arise.

Please let me know your thoughts as soon as possible.

Thank You

Steve Neighbors
President

jrr

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State OREGON
MONTHLY TRANSACTION NUMBER 7-287		County WASHINGTON
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	
MODIFICATION NUMBER 1		Project Number PMS-000S(112)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on May 11 , 19 82 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 22,400.00	$ 214,000.00
Federal funds	$ 22,400.00	$ 214,000.00
Other revisions		

This modification is made for the following reasons: To include Construction phase.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 27th day of July , 19 83 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

~~BY~~ FOR: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON JULY 18, 1983

FEDERAL AID PROJECT NO. PMS-000S(112)

WASHINGTON COUNTY PAVEMENT MARKING PROJECT NO. 2
VARIOUS COUNTY ROADS & CITY STREETS
WASHINGTON COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE P.E.

Preliminary Engineering		All Required		$ 22,400.00
		TOTAL		$ 22,400.00

TYPE CODE SFTY
PAVEMENT MARKINGS

Mobilization		All Required		$ 3,800.00
Temporary Protection and Direction of Traffic		All Required		1,500.00
Temporary Signs	257	Sq. Ft.	6.00	1,542.00
Temporary Barricades	4	Each	100.00	400.00
Sequential Arrow Signs	2	Each	1,200.00	2,400.00
Flagmen	400	Hour	15.00	6,000.00
Removal of Existing Pavement Markings		All Required		9,750.00
Thermoplastic Pavement "School"	54	Each	225.00	12,150.00
Thermoplastic Pavement "School Crossing"	95	Each	415.00	39,425.00
Thermoplastic Pavement Line	6,860	Sq. Ft.	3.60	24,696.00
Bi-Directional Yellow Type I Markers	34,231	Each	1.85	63,327.35
			SUBTOTAL	$164,990.35
			Engineering	22,273.65
			TOTAL	$187,264.00

Length of Project -------------- 0.0 mile

SUMMARY OF FUNDS

DESCRIPTION	TOTAL COST	FEDERAL FUNDS
P.E.	$ 22,400.00	$ 22,400.00
Pavement Markers	187,264.00	187,264.00
SUBTOTAL	$209,664.00	$209,664.00
Reserve	4,336.00	4,336.00
TOTAL	$214,000.00	$214,000.00

Group 1: 100%
Contract No. 9643
Prefix: 234-1911
Prefix: 234-1087

COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 5 141	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 5-11-82	State Oregon County Washington Project No. PWS-000S(112)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Countywide

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	4-23-82	0.0
RIGHTS-OF-WAY		
CONSTRUCTION		

OTHER *(Specify)*

FUNDS	
ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS PRO RATA 100.0%
$ 22,400.00	$ 22,400.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Program Management Engineer
(Title)

XX By For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator MAY 11 1982

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Gen File

Oregon State Highway Division Salem, Oregon May 6, 1982	Federal-Aid Project No. PMS-000S(112)

Washington County Pavement Marking Project No. 2.
Various County Roads & City Streets
Washington County

PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required	$22,400.00
	TOTAL	$22,400.00

Length of Project ------------- 0.0 mi.

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds
Preliminary Engineering	$ 22,400.00	$ 22,400.00
Retain in Program		
Contract Work	505,000.00	505,000.00
TOTAL	$527,400.00	$527,400.00

Group 1 100%
Prefix: 234-1911

7-13

TO: Oregon Transportation Commission

SUBJECT: Confirmation Report of Actions Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority and acting in accordance therewith for the Commission, I approved all actions listed below and report this action for your official records:

1) On June 17, 1983, approved a personal service contract with DTRO Software for additional work in the amount of $9,500 to be added to the original November 3, 1981 data processing service contract for a computer software package to be used by the Equipment Unit of the Highway Maintenance Section in Salem. Work to be completed on or before June 24, 1983.

2) On June 21, 1983, accepted an option from ESCO Corporation for the NW Nicolai Street-West Fremont Interchange Section of the Columbia River Highway in Multnomah County. Consideration $546,000. File 52209.

3) On June 21, 1983, approved Supplemental Agreement No. 5 to the Phase III Justice Center Project Management Agreement with Multnomah County covering the functional replacement of the phone system.

4) On June 21, 1983, approved an inter-agency agreement with the Economic Development Department and the Department of Transportation, Highway Division, covering the retainage of certain support services, supplies and office equipment in use by the tourism program and its border centers for the period July 1, 1983, through June 30, 1985.

5) On June 21, 1983, relieved Central Striping Service, Inc., low bidder on the Washington County Pavement Marking Project No. 2 for the May 12, 1983, bid opening, of its responsibility for executing the contract because of an inadvertent error in its bid proposal. On June 21, 1983, I accepted the second low bid of $164,990.35 from Eterna-Line Corporation and authorized the State Highway Engineer to award and sign the contract when the Federal Highway Administration concurs. (Contract No. 9643)

6) On June 27, 1983, approved an agreement with RCA Service Company, Training and Placement Services, covering a summer youth employment program from June 20, 1983, to August 4, 1983, in Lincoln County.

Dated this 5 day of July, 1983

Anthony Yturri
Anthony Yturri, Chairman
Oregon Transportation Commission

APPROVED
H S Coulter
STATE HIGHWAY ENGINEER
Date 7-1-83

96413

U.S. Department
of Transportation
**Federal Highway
Administration**

Memorandum

THE OREGON DIVISION - SALEM

Subject:	Oregon Project PMS-000S(112) Central Striping Services, Inc. Washington County Pavement Marking Project #2 Washington County	Date:	June 23, 1983
From:	Division Administrator	Reply to Attn. of:	HFO-OR
To:	Mr. H. S. Coulter, State Highway Engineer Salem, Oregon		

As requested by Mr. Potter's letter of June 21 I concur in releasing Central Striping Services from their bid of May 12, 1983 and awarding the contract to the second low bidder.

G. K. Hossner
for Dale E. Wilken

cc:
OSHD (G Potter)

RECEIVED
STATE HWY ENGR
JUN 27 '83
REFER TO
Don Miller
FOR
☒ Info ☐ Inves ☐ R/D ☐ D/R ☐ Sign ☐ Act ☒ File

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

June 22, 1983

In Reply Refer to
File No
CON

Charles L. Kobin
Kobin & Meyer, P.C.
Attorneys at Law
Suite 800
610 Southwest Alder Street
Portland, OR 97205

Central Striping Services, Inc.
Washington County Pavement Marking Project No. 2
Washington County

We have reviewed the material you submitted regarding the bid of Central Striping Services, Inc. on the subject project.

The contractor, without penalty, is relieved of his resonsibility for executing the contract. The proposal bond will be returned.

Please advise Central Striping Services of our decision and ask them to return the contract documents as soon as possible.

E. S. Hunter, P.E.
Assistant State Highway Engineer

GAP:lb ESH:ia

bc H. S. Coulter
R. N. Bothman
W. E. Schwartz
G. A. Potter
R. W. Gormsen
J. L. Sollis

7613

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO.

DATE: June 21, 1983

TO: Oregon Transportation Commission RO

Yturri approved verbally 6/21/83 per Hunter

FROM:
H. S. Coulter, P.E.
State Highway Engineer

SUBJECT: Bid of Central Striping Services
Washington County Pavement Marking Project No. 2
Washington County

Central Striping Services, Inc. submitted an apparent low bid on May 12 on the subject project in the amount of $106,455.90. After the award of contract was approved by you on May 17 Central Striping Services contacted the Highway Division and indicated that they had made a $100,000 error in their bid.

We have reviewed all of the material concerning the unit prices and bids submitted on this project. We have met with the President of Central Striping Services and his attorney. We find that the mistake made in the bid proposal was accidental and inadvertent, and that no evidence exists as to gross negligence or willful wrongdoing concerning the bid proposal.

The second low bidder submitted a bid of $164,990.35 and is willing to accept award for the work even though the 30-day period for holding the second low bid has expired. The engineer's estimate was $189,119.00 on this project so the second low bid is well below the estimate for performing the contract. The Federal Highway Administration has reviewed all of the material considered in this decision and concurs in the course of action I have outlined for you.

You approval is requested.

GAP:lb st

[illegible]

bc E. S. Hunter
Robert N. Bothman
W. E. Schwartz
Gary Potter
R. W. Gormsen
E. L. Hardt
George Bell

Form 734-3123

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
CON

TO: Gary Potter
Program Section Manager

DATE: June 21, 1983

FROM: H. S. Coulter
for State Highway Engineer

SUBJECT: Bid of Central Striping Services
Washington County Pavement Marking Project No. 2
Washington County

As recommended in my June 21 letter to the Transportation Commission on this subject, Chairman Yturri approved the award of this project to the second low bidder, Eterna-Line, Inc., of Boise, in the amount of $164,990.35.

The apparent low bidder, Central Striping Services, Inc., was relieved of its responsibility for executing the contract because of an inadvertent error in its bid proposal.

cc Anthony Yturri
Fred D. Miller
R. W. Gormsen
E. S. Hunter
C. T. Keasey
V. E. Skoog

Contains Recycled Materials

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

NOTED
H.S.COULTER

In Reply Refer to File No.: TRA 16

DATE: June 21, 1983

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: ORIGINAL SIGNED BY
GARY A. POTTER
Gary A. Potter, Manager
Program Section

SUBJECT: Central Striping Services, Inc.
Washington County Pavement Marking Project No. 2
Washington County

The Transportation Commission has approved the release of Central Striping Services from their bid of May 12, 1983 on the subject project. In addition, they have approved awarding the contract to the apparent second low bidder in the amount of $164,990.35.

Your office has been involved with the discussion leading to this decision and has reviewed the material relevant to this matter.

Your concurrence in this course of action is requested.

GAP:lb

cc ~~H.~~ S. Coulter
Robert N. Bothman
E. S. Hunter
E. L. Hardt
R. W. Gormsen
Guy Johnson

RECEIVED
STATE HWY ENGR
JUN 22 '83
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO

PRO

TO: MEMO

DATE: June 20, 1983

FROM: Gary A. Potter, Manager Gary
Program Section

SUBJECT: Bid of Central Striping Services, Inc.
Washington County Pavement Marking Project No. 2

On Friday, June 17, 1983 Ed Hunter, Jack Sollis and myself met with Dale Wilken, Division Administrator, Federal Highway Administration, on the subject project.

After reviewing all of the material in the file, and discussing the matter with Mr. Wilken, the Federal Highway Administration indicated their concurrence that Central Striping Services be relieved of their bid on the subject project and their proposal bond be returned.

Mr. Wilken also indicated his concurrence that the award of the project should be made to the second low bidder.

GAP:lb

cc H. S. Coulter
E. S. Hunter
Robert N. Bothman
W. E. Schwartz
E. L. Hardt
J. L. Sollis
R. W. Gormsen

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
JUN 20 '83
REFER TO
FOR
Info Inves R/D D/R Sign Act File

81-125-1387

Contains Recycled Materials

1613

VICTOR ATIYEH
GOVERNOR

Department of Commerce
CORPORATION DIVISION
COMMERCE BUILDING, SALEM, OREGON 97310

Annual Reports	378-4249
Assumed Business Names	378-4333
Certified Copies	378-4381
General Information	378-4166
Securities	378-4387
Trade & Service Marks	378-4741

June 20, 1983

Central Striping Services, Inc.
11391 Pyrite Way
Ranch Cordova, CA 95670

Re: Central Striping Service, Inc.

Dear Sirs:

It has come to our attention that you are doing business in our state under the above name. Our records reveal you have not obtained a Certificate of Authority to do business in Oregon as required by law.

Please advise us of the extent and nature of your operations in this state and the date of your first activities in Oregon.

You may wish to discuss this matter with your corporate legal counsel and perhaps request that they respond to our Division.

Your early response will be appreciated.

Very truly yours,

Frank J. Healy
CORPORATION COMMISSIONER

Myrna Turnbow
Myrna Turnbow
ADMINISTRATIVE ASSISTANT

MT:bn

RECEIVED
JUN 23 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

7672

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO

TO: MEMO

DATE: June 15, 1983

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Washington County Pavement Marking Contract
Washington County

On June 14, 1983 Ed Hunter, Jack Sollis and myself met with Mr. Bob Lesniewski, President, Central Striping Services, and his attorney Chuck Cobin. Mr. Cobin presented an affidavit signed by Mr. Lesniewski that attempted to explain the alleged error that occurred in Central Striping Services bid on the subject project.

There was considerable discussion surrounding the time that Central Striping Services attempted to contact this office. According to Mr. Lesniewski, the error was discovered Friday afternoon, May 13. Attempts were made to contact this office the following week. My records show that the first contact made to my office by Central Striping Services occurred Thursday afternoon, May 19 at 1:15 p.m. I informed Central Striping Services that I was out of the office Wednesday, and Thursday afternoons only, May 18 and 19, and returned the call promptly at 8:00 a.m. on Friday, May 20. Mr. Lesniewski was reminded that considering the nature of a $100,000 error, attempts should have been made to contact this office much sooner.

Considerable discussion was devoted to how the error was made. Mr. Lesniewski conceded that his secretary had made the error in breaking down the figures. Mr. Hunter and Mr. Sollis were not able to reconstruct the error because the worksheets attached to the affidavit were not originals and had been marked upon by someone other than at the meeting and were in general, unreadable.

Mr. Lesniewski was directed by Mr. Hunter to supply his quotes from his suppliers. This material was to not just be the figures, but dates and information from each supplier, original slips, and notations regarding the quotes that were received for the job. Mr. Lesniewski said that he would supply that information.

The meeting ended by Mr. Hunter telling Mr. Lesniewski and his attorney that we would consider this information and inform them of our decision. Mr. Sollis was asked to review pertinent cases in this matter and to get his recommendation to Mr. Hunter in writing.

GAP:lb

cc E. S. Hunter
Robert N. Bothman
J. L. Sollis
R. W. Gormsen

Contains Recycled Material

9093 8

STATE OF OREGON INTEROFFICE MEMO
HIGHWAY DIVISION

TO: FILES

DATE: June 10, 1983

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Washington County Pavement Marking

On Monday, June 3 and Friday, June 10, 1983, Rich Briggs called from Eternal Line Company, who was second low bid on the subject project. He was inquiring as to the status of our problem with the low bid, Central Striping Services.

He indicated both times that his Company was still interested in the jobs for their bid price, even after the 30 day period expires, as long as the original completion time didn't become a problem.

Mr. Briggs' phone number is (208) 345-7000.

GAP:pf

cc: ✓E. S. Hunter
R. N. Bothman
Jack Sollis
Bob Gormsen

Note
E. S. HUNTER

RECEIVED
TECHNICAL SERVICES
JUN 13 '83
REFER TO
FOR

Info	Invest	R/D	[illegible]	Sign	Act	File

9443

KOBIN & MEYER, P.C.
ATTORNEYS AT LAW
SUITE 800
610 S.W. ALDER STREET
PORTLAND, OREGON 97205

NORMAN B. KOBIN
PAUL R. MEYER
CHARLES L. KOBIN
DANIEL J. SEIFER
JOHN SPENCER STEWART
ELIZABETH YEATS
DAVID R. TRACHTENBERG
MICHAEL J. CARO
JAN D. SOKOL
SUSAN G. WHITNEY
RODNEY R. MILLS
ROBERT S. BANKS, JR.

TELEPHONE 223-1107
AREA CODE 503

LEO LEVENSON
OF COUNSEL
1903-1981

NOTED
JACK L. SOLLIS

June 2, 1983

Oregon Department of Transportation
100 Justice Building
Salem, Oregon 97310

Attn: Mr. Jack Sollis, General Counsel

Re: Washington County Pavement Marking
Project #2 --
Our Client: Central Stripping Services, Inc.

Dear Jack:

Confirming our telecon of today, we have been requested to represent Central Stripping Services, Inc. who submitted bid on referenced project. The State has heretofore been advised of our client's error made in calculating their bid.

It is our client's position that the bid as submitted by them was in error and that the State was on notice of the error and cannot, under the circumstances, accept the bid as a responsive or responsible bid.

With respect to the communication between the contractor and the State concerning this matter, I have confirmed that no one has advised that the contractor was going to "throw in the towel". Rather, there was communication by a bonding agent in light of the fact that the contractor had claimed error. The major purpose for the bonding agent's call was to determine whether there wasn't relief for the contractor who had made such an obvious error. There was inquiry as to whether posting of a cashier's check, without prejudice, by the contractor would obviate any claim on the bond. As I told you, the contractor was very concerned about any claim being made against their bond under these circumstances because of the effect on other jobs on which they will be bidding.

RECEIVED
TECHNICAL SERVICES
JUN 3 '83
REFER TO
FOR
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R/D
Inves
Info

So that there can be no further confusion, I have advised co-counsel in Sacramento to advise representatives of Central and the bonding company that further communication on this matter should be through our office. I would think that this would be a satisfactory procedure with you since there may have already been some misunderstandings.

I am awaiting a copy of the bid documents and other information from our client at which time I would suggest a meeting in your office, if this can be arranged, hopefully, sometime next week. My schedule reflects that I will be out of the office for the first two days of the week. What does your schedule look like for next Thursday or Friday to get together?

In the meantime, on behalf of Central Stripping Services, Inc., and for the record, we must reserve all rights and again advise that the documents submitted by the contractor on this matter cannot be considered a proper bid nor accepted by the State.

Very truly yours,

KOBIN & MEYER, P.C.

Charles L. Kobin

cc: Central Stripping Services, Inc.
Attn: Mr. Robert Lesniewski

Mr. Robert Granucci, Attorney at Law

9643

8

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

May 25, 1983

In Reply Refer to
File No.:

CERTIFIED MAIL

Robert S. Lesniewski, President
Central Striping Service, Inc.
11391 Pyrites Way
Rancho Cordova, CA 95670

Dear Mr. Lesniewski:

SUBJECT: Washington County Pavement Marking
Project #2

I received your letter of May 20, 1983 regarding the subject contract. After having reviewed your letter and consulting with staff of our Department, we find that the contract has been properly awarded to your firm for execution. You now have, according to our standard specifications, 10 days from your receipt of the contract, not counting Sundays, to execute the contract, obtain your performance bond, and to return to the Division for signature of the State Highway Engineer.

Our Chief Counsel advises that you stated you received the contract on the afternoon of May 24, 1983.

If the documents are not returned within the time specified, the award will be cancelled and the proposal guaranty forfeited according to Section 103.07 of our Standard Specifications.

Very truly yours,

ORIGINAL SIGNED BY
GARY A. POTTER

Gary A. Potter, Manager
Program Section

GAP:pf

bcc: H. S. Coulter✓
Robert N. Bothman
E. S. Hunter
Jack Sollis
R. Gormsen

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
MAY 25 '83
REFER TO
Schwartz
FOR

Info	Inves	R/D	D/R	Sign	Act	File
✓						

Form 734-3122

1042

8

STATE OF OREGON

INTEROFFICE MEMO

HIGHWAY DIVISION

TO: FILES

DATE: May 20, 1983

FROM: Gary A. Potter, Manager
Program Section

Gary

SUBJECT: Washington County Pavement Marking Project #2
Central Striping Service, Inc.

Friday, Morning at 8:15 a.m., May 20, I returned a phone call to Central Striping Service, (916) 635-5175 that had been placed to my office at 1:15 p.m. the previous afternoon of May 19.

I spoke with a person who identified herself as Nancy. She informed me that her Company has discovered a $100,000 error in their bid on the subject project. I asked her when that error was discovered, and she replied a few days ago and that she had tried to reach me, but I had been out of town. (I had been out of the office Wednesday and Thursday afternoon, and this was the only note I had that anyone from this Company had tried to reach me).

I said that I would determine the status of the contract and call her back, but warned her that this was extremely late to be notifying us of an error, for we usually expected someone in our offices before the close of business the same day bids are opened if there is an error.

I reviewed the project with Hunter, and later Sollis. I also determined that the bids were opened May 12, OTC approved award on Tuesday May 17, and contracts were mailed Wednesday, May 18.

I called Nancy of Central Striping Service back and explained to her that the contract was in the mail, that the contract was awarded, and it was our preliminary opinion that Central Striping Service would have to execute the contract or forfeit their bid bond. I explained that I would take this preliminary conclusion to our legal counsel and call her back.

She then stated that the fellow who put their bid together had been out of town for a few days and they just discovered the error in the last few days. She also stated that when the fellows put their bid together, they came up with a total figure and then spread it back over the items, and that somehow an error was made. She asked what would happen if they didn't execute the contract, and I stated that they would forfeit the amount of 10% of the bid submitted as bid security.

She then asked if they could submit information regarding the error.

81-125-1387

I said yes, she could submit it and we would consider it, but that she should submit it by overnight express so we could have it Monday a.m.

I reviewed the material with Jack Sollis and he agreed with Hunter's and my preliminary conclusion that from the information available, the contract has been properly awarded.

I called Nancy back, the company president Robert Lesniewski was not available, and told her of our decision, but that we would review the material they intended to submit. She asked me if there was someone they could talk to after their material had been reviewed. I said that I would serve as the contact and clearinghouse and that after the material had been reviewed a conference call could be arranged if necessary.

GAP:pf

cc: E. S. Hunter✓
R. N. Bothman
Jack Sollis
Bob Gormsen

RECEIVED
TECHNICAL SERVICES
MAY 25 '83
REFER TO
FOR
Info | Inves | R/D | Draft | Sign | Act | File

[illegible]

Central
Striping Service, Inc.
ENTER
EXIT
11391 PYRITES WAY
RANCHO CORDOVA, CA 95670
[illegible]

3:08 pm

May 20, 1983

Mr. Gary Potter
Department of Transportation
Highway Division
Transportation Building
Salem, Oregon 97310

Re: Washington County Pavement Marking Project #2

Dear Gary,

I feel very embarrassed at the results of our latest proposal. I regret to inform you that a terrible error was made in the breaking down of unit prices on the plastic portion of this project. The day the project was put together I was very busy, I had been in and out of town bidding and reviewing jobs. Most of this project had already been priced out, but this particular day I had left my secretary a note that the job was ready to go. The only thing she had to do was break the plastic portion down to unit prices. In other words, just divide my figure up so the units would equal the total.

In reviewing my note she mistook $122,889.00 and broke it down to $22,720.00. (We have a plus and minus in our quotes which I've told her previously to take the lower. (That is why the $169.00 difference) You see when I put portions of jobs together I figure the total (122,889.00) then break it down to whatever units come the closest and look the simplest. The rest of the proposal I had put together the day before so I had broken down the units which by the way I normally do.

I hope that the people in your department will accept our apology and either rebid this contract or award it to the next bidder. I am really completely lost for words, we were looking forward to our first project with your Transportation Department. I hope this matter can be resolved. We have never been in this situation before and hope it never happens again.

This has been a very unfortunate mistake and all people involved are sincerely apologetic in this matter. If there is any other information I can give please feel free to call. I will be gone most of Monday 5/23/83 but should be in most of Tuesday 5/24/83.

Thank you.

Robert S. Lesniewski - President

j

HIGHWAY DIVISION - LOCATION UNIT LOC 19

FILE May 11, 1983

H. S. Coulter
State Highway Engineer

Footpaths and Bicycle Trails
May 12, 1983 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened May 12, 1983 on the following projects:

1. Mystic Creek-Camas Valley
   Coos Bay-Roseburg Highway, Douglas County
   Grading, Paving and Structures

   Twelve-foot lanes with eight-foot shoulders on roadway and structures available for bicycle and pedestrian use.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established ...where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

2. Frankport Slide
   Oregon Coast Highway, Curry County
   Grading and Paving

   Twelve-foot lanes with six-foot shoulders available for bicycle and pedestrian use.

   Same as No. 1.

3. Long Creek Rock Production
   Kimberly-Long Creek Highway, Grant County
   Aggregate Crushing

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

4. Cove Creek (Winona Road) Bridge
   Winona Road, Josephine County
   Structure

   Twelve-foot lanes and four-foot shoulders on approaches and structure.

   Same as No. 1.

5. Beatty Slough Bridge
Coleman Valley Road, Lake County
Structure

Twenty-four-foot roadway on structure and aggregate approaches.

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states, "footpaths and trails are not required to be established ...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

6. Goshen-Cottage Grove

Postponed.

7. Tillamook-Fogerty Creek
Oregon Coast Highway, Lincoln & Tillamook Counties
Guardrail Installation

Same as No. 3.

8. Manbrin Drive-Stark Street (Salem)
River Road North, Marion County
Grading, Paving and Signals

Multi-lane construction with continuous left-turn lane. Five-foot sidewalks available for pedestrian and bicycle use.

Same as No. 1.

9. Wilson River Bridge-Jordan Creek
Wilson River Highway, Tillamook County
Grading, Paving and Structures

Twelve-foot lanes with climbing lane as needed and four-foot shoulders. The structure over Wilson River will have a thirty-foot roadway and the structure over Jordan Creek will have a thirty-two-foot roadway and a four-foot sidewalk.

Same as No. 1.

10. Elgin Rock Production
Weston-Elgin Highway, Union County
Aggregate Production

Same as No. 3.

11. Washington County Pavement Marking No. 2
Various Highways, Washington County
Pavement Markings

Twelve-inch thermoplastic pavement line will be used for pedestrian crosswalks on this project.

RPS:ge

cc E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
Goerge Bell
Don Harwell
D. A. Ridings

[illegible] rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. PMS-000S(112)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Washington

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 20068

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 4/20/83

8. FEDERAL ROUTE NUMBER Various

9. STATE ROUTE NUMBER Various

10. GENERAL LOCATION:

Washington County Pavement Marking Project No. 2

11. GENERAL DESCRIPTION OF WORK

Revised PS&E

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Mr. Swan's 4/18/83 request and certifying statements are accepted.

Revised PS&E documents for the subject project have been reivewed and are approved at a revised total estimated cost of $214.000 Federal Funds.

A signed copy of the Title Sheet is returned herewith.

(Increase TEC $26,603)

RECEIVED
STATE HWY ENGR
APR 25 '83
REFER TO Potter
FOR

Orig w/ att. to 4/26

14. DATE 4/20/83

15. SIGNATURE OF APPROVING OFFICIAL G.K. [illegible]

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

4653

8

STATE OF OREGON INTEROFFICE MEMO
HIGHWAY DIVISION - DEPARTMENT OF TRANSPORTATION LOC 3

TO: FILE DATE: January 28, 1983

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
January 27, 1983 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids were opened January 27, 1983 on the following projects:

1. Jenny Creek Bridge
   Green Springs Highway, Jackson County
   Grading, Paving and Structure

   Structure replacement. Six-foot shoulders on structure and approaches available for bicycle and pedestrian traffic.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established . . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

2. Second, Oak and Fifth Streets (Lebanon)
   City Streets, Linn County
   Grading and Paving

   City street improvement. Curb ramps will be installed on existing sidewalks.

3. McKay Creek (Platt) Bridge
   McKay Creek Road, Umatilla County
   Grading, Surfacing and Structure

   Twenty-four-foot aggregate approaches and a twenty-eight-foot roadway on the structure.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states, "footpaths and trails are not required to be established . . . if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

4. Kelsay Springs
   Sherman Highway, Wasco County
   Grading and Paving

   Twenty-foot lanes with four-foot shoulders available for bicycle and pedestrian use.

   Same as No. 1.

5. Washington County Pavement Marking
   Various Highways, Washington County

   Pedestrian and school crosswalks installed on this project.

6. Boeckman Creek Bridge
   Wilsonville Road, Clackamas County
   Grading, Paving and Structure

   Variable lane width. Future construction by other include a ten-foot bike path and a five-foot sidewalk.

7. Park Place-Newell Creek
   Cascade Highway South, Clackamas County
   Grading and Structure

   Future surfacing contract will include eight-foot shoulders for pedestrian and bicycle traffic.

   Same as No. 1.

8. SE 50th Avenue-SE 82nd Avenue
   Mt. Hood Highway, Multnomah County

   Multi-lane with sidewalk construction on existing sidewalks for bicycle and pedestran use.

HSC:RPS:ge

cc E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell
D. A. Ridings

9643

1-5-83

J

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. PMS-000S(112)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Washington

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 20068

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 1/5/83

8. FEDERAL ROUTE NUMBER Various

9. STATE ROUTE NUMBER County Roads and City Streets

10. GENERAL LOCATION:
Washington County Pavement Marking Project No. 2

11. GENERAL DESCRIPTION OF WORK
Revised PS&E

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Mr. Swan's 1/3/83 request and certifying statements are accepted.

Revised PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $187,397.00.

A signed copy of the revised Title Sheet is returned herewith.

RECEIVED
STATE HWY ENGR
JAN 18 '83
REFER TO Swan
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig w/ att to
1/18

14. DATE 1/5/83

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hassner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9643

8

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

9 27 82

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. PMS-000S(112)

2. STATE PROJECT NO. See below

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 20068

2A. COUNTY NAME Washington

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 9/27/82

8. FEDERAL ROUTE NUMBER Various

9. STATE ROUTE NUMBER County Roads & City Streets

10. GENERAL LOCATION:

Washington County Pavement Marking Project No. 2

11. GENERAL DESCRIPTION OF WORK

Pavement Marking

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Mr. Swan's 9/27/82 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $187,397 Federal Funds.

A signed copy of the Title Sheet is returned herewith.

1/7

RECEIVED
STATE HWY ENGR
OCT 6 '82
REFER TO [illegible]
FOR

Info	Inves	R/D	D/R	Sign	Act	File

14. DATE 9/27/82

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9643

8

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

4-[illegible]

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. PMS-000S(112)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Washington

3. FROM

Dale E. Wilken, Division Administrator
FHWA Oregon Division
Salem, Oregon

4. PROGRAM NO.

5. ITEM NO. 20068

6. TO

Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 4-23-82

8. FEDERAL ROUTE NUMBER Various FA & Non-FA

9. STATE ROUTE NUMBER County Roads and City Streets

10. GENERAL LOCATION:

WASHINGTON COUNTY PAVEMENT MARKING PROJECT #2

11. GENERAL DESCRIPTION OF WORK

Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
Total Estimated Cost $22,400 Federal funds.
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested in Mr. Swan's April 19, 1982 letter.

RECEIVED
STATE HWY ENGR
APR 27 '82
REFER TO Mohring
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig to
4/27/82

14. DATE 4-23-82

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)

PREVIOUS EDITIONS MAY BE USED

9647

8

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.

April 19, 1982

PRO 6-2

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM: D.E. Swan, P.E.
Program Control Engineer

SUBJECT: Program Data Submission
Item No. 20068
Project No. PMS-000S(112)
Washington County Pavement Marking Project No. 2
Washington County

Attached data consists of PR-1 forms with project maps and Authority for Survey.

I request authorization to proceed with all phases of preliminary engineering work necessary to obtain PS&E approval at an estimated total cost of $22,400 with an obligation of $22,400 in Federal funds.

DRH:bkc
Attachments

cc: L.E. George
E.L. Hardt (Metro)
Jon Rose (Metro)
Earl Mershon (Metro)
General Files

Form 734-3122

1643

STATE OF OREGON
Highway - Traffic

INTEROFFICE MEMO
PRO 6

TO: H. S. Coulter
State Highway Engineer

DATE: March 31, 1982

FROM: L. E. George
Traffic Engineer

SUBJECT: Proposed Title II
Pavement Marking Project

Washington County has requested a project to install thermoplastic legends, crosswalks and stop bars; raised pavement markers and delineators on the county road and city street systems within the County.

Construction will be by contract with all phases of engineering being performed by State Forces.

In summary:

Jurisdiction		Total Cost	Total Cost	Local Funds	State Funds
County	Washington Co. Pavement Marking Project No. 2	$420,000	$420,000	0	0

The project has been investigated and is eligible for funding under the Title II Pavement Marking Demonstration Program. We recommend your approval and request that you authorize this project under delegated authority.

L. E. GEORGE

L. E. GEORGE - TRAFFIC ENGINEER

RHB:np

APPROVED:

State Highway Engineer

Date: 4/2/82

RECEIVED
STATE HWY ENGR
APR - 2 '82
REFER TO
Gorman
FOR

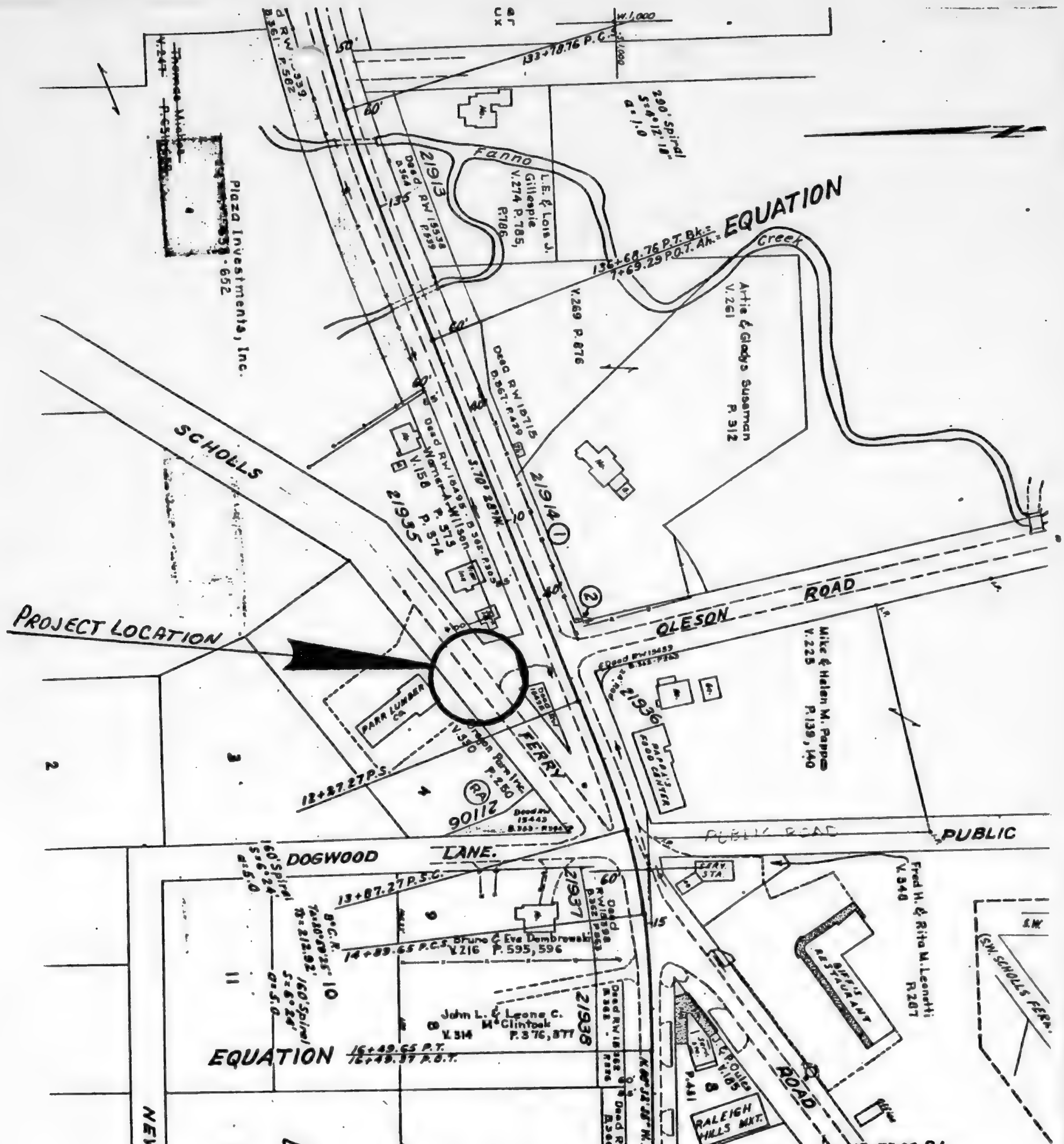
Info	Inves	R/D	D/R	Sign	Act	File

NOTED
GLEN L. CLARK

RECEIVED
APR 6 1982
TRAFFIC ENGINEERING

NOTED
DWAYNE HOFSTETTER

4/5
cys
George
File


PROJECT LOCATION
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Creek
Plaza Investments, Inc.
L.E. & Lois J. Gillespie V.274 P.785, P.786
Artie & Gladys Suseman V.261 P.312
V.269 P.876
Warner A. Wilson V.158 P.573 P.574
PARR LUMBER CO.
Mike & Helen M. Pappas V.225 P.139, 140
PAPPAS FOOD CENTER
Fred H. & Rita M. Leonetti V.840 P.287
BIFF'S RESTAURANT
Bruno & Eva Dombrowski V.216 P.595, 596
John L. & Leona C. McClintock V.314 P.376, 877
RALEIGH HILLS MKT.
James & Penelope Oules V.246 P.405, 406
Raymond D. & Jean K. Grendahl V.324 P.578, 579
Juan Young V.542 P.513
PARKING AREA
21913
21914
21935
21936
21937
21938
21939
21940
21942
21106
133+78.76 P.C.
290' Spiral S=4°12'18" a=1.0
136+68.76 P.T. Bk.
7+69.29 P.O.T. Ah.
12+87.27 P.S.
13+87.27 P.S.C.
14+89.65 P.C.S.
160' Spiral
EQUATION 16+49.65 P.T.
16+49.37 P.O.T.
17+75.00 P.I.
Δ 1°12' Lt.
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WASHINGTON COUNTY
OREGON

9643

Form E-39 (Rev. 9-71)

(WCP0001)

Planning File NO. 10089

(2)

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Washington County Pavement Marking Project No 2

Date March 11, 1982

Highway Throughout County

Authorization No. 1

County Washington #34

Survey Prefix 234-1911 (Assigned by Salem office)

Description of termini, route, length, etc.:

Arterial or collector county roads and city streets throughout the county.

Proposed:

Construct legends, crosswalks, stopbars, and reflective pavement markers for increased safety.

Purpose of survey:

State to perform field survey, prepare plans, specifications, and cost estimate.

Field Survey	(901)	8,000
Citizen Participation	(902)	
City of County	(903)	2,000
Consultant	(904)	
Final Design	(905)	10,000
Bridge Design	(906)	
Preliminary Design	(907)	
R/W Description	(909)	
Soils & Geology	(910)	
Traffic	(911)	
Landscape	(912)	
Liaison R/W	(913)	
Utility	(914)	
Final Audit	(915)	
Photogammerty	(916)	
Location Studies	(918)	
Engr. Graphics	(919)	
Office Engineer	(920)	100
Specifications	(921)	2,000
Admin. Services	(922)	100
Environmental	(923)	200
Foundation Exploration	(926)	
Seminars	(950)	
Personal Leave	(960)	
Hearings	(980	
Equal Opportunity	(985)	
Advisory Committee	(986)	

PMS-000S(112)
4-23-82

Estimate of cost:

Construction	$505,000
PE	22,400
	$527,400

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

RECEIVED
APR 20 1982
LOCATION SECTION

Total estimated cost of survey . . . . . $ 22,400

Previous authorization . . . .

Additional authorization requested . . . . .

Additional authorization approved (Salem) .

Total all authorizations approved (Salem) . .

Requests made by:

Curtis H. Duval

Field Engineer

CURT DUVAL, Location Manager

Recommended for Approval:

Regional Engineer

R.N. BOTHMAN, Metropolitan Administrator

Recommended for Approval:

Frank E. Pepin

Location Engineer

Approved:

Assistant State Highway Engineer

SP*23604-734

1983 Richland Rock Production 9644
Project on the Baker-Copperfield Hwy.
NE of Richland.

9649

STATE OF OREGON

ROAD DESIGN SECTION

INTEROFFICE MEMO

~~DES-16~~

TO: R. D. Hector
Region Engineer

DATE: ~~June 11, 1984~~

FROM: Donald L. Trout
Final Project Coordinator

SUBJECT: Identification No. 01-0062
Richland Rock Production Project (1983)
Baker-Copperfield Highway
Baker County

REGION 5 OFFICE

Cy to Moore
& T.A.A.
bl

Attached is a Notice of Permit Violation regarding our 1983 Rock Production Project at this site.

Please furnish this office with a revised reclamation plan as requested.

info Dist Cy 7/13
bh

DLT:bn
Atch.

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
JUL 13 '84
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Why did this happen?

7/13

LANGUAGE FROM 1978 ROCK PRODUCTION DEVELOPMENT WAS MISTAKINGLY USED ON THIS PLAN REGARDING USE OF THE "BERM". MOORE WILL WORK OUT W/DOGMI. —

WP

F

[illegible] - [illegible] Co

VICTOR ATIYEH
GOVERNOR

Department of Geology and Mineral Industries
1129 S.E. SANTIAM ROAD, ALBANY, OREGON 97321 PHONE (503) 967-2039

cy Vern Moore
lm

July 3, 1984

[illegible]ED
REGION 5 OFFICE

Mr. Don Trout
Final Project Coordinator
OSHD--Design Section
State Highway Building
Salem, OR 97310

RE: Our I.D. #01-0062

Dear Mr. Trout:

We agree with Vern Moore, Region 5 Geologist, that little can be done now on the rock quarry above Richland other than smooth and revegetate the area where the berm was removed. It is regrettable that there was no cross-checking to insure that the plan sent to us and approved by us was not the same plan that was sent to the contractor.

I trust that such incidents will not be repeated in the future.

Sincerely,

Paul F Lawson
Paul F. Lawson
Supervisor
Mined Land Reclamation

PFL/dlm

NOTED
[illegible]

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ROAD DESIGN
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VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION

In Reply Refer to
File No.:

REGION 5 OFFICE

R. D. Hector
Region Engineer

P. O. Box 850 - La Grande, Oregon 97850 - Telephone 963-3177

June 29, 1984

The Honorable Larry L. Smith
Judge, Baker County Court
Courthouse
1995 3rd Street
Baker, Oregon 97814

Re: Notice of Violation
Source #01-0062

Dear Judge Smith:

We certainly never intended to break faith with Baker County by violating conditions of the permit. It happened before we were aware of what was going on.

It was not our intention for the rock berm to be removed.

I have discussed this with Allan Throop and I believe we arrived at a satisfactory solution. The area will be dressed up and leveled under the next contract. Prior to termination of the DOGMI operating permit, the area will be covered with fines and seeded.

When I get approval from Allan for this plan, I will forward a copy to you.

Sincerely,

Vern Moore
Region Geologist

VM/lm

734-1839

BAKER COUNTY

COURTHOUSE
BAKER, OREGON
97814

June 22, 1984

Mr. Vern Moore
Highway Division
Oregon Department of Transportation
La Grande, Oregon 97850

Dear Mr. Moore:

During the preparation of Baker County's Comprehensive Plan and Implementing Ordinance, we agreed to minimize our County role in issuing permits for your gravel operations when they were covered by permits from DOGAMI. This courtesy was extended to your Department for two reasons:

1. We appreciated the burden and time constraints that an additional local permit requirement would place upon your office; and

2. We expected exemplary performance from a State agency regarding adherence to another State agency's permit requirements and felt your operations would not need double monitoring.

It is with disappointment then, that we received the Notice of Violation from DOGAMI regarding Site #01-0062 in the SE¼, Section 6, Township 9 South, Range 46 E.W.M.

We would hope that a pattern of violation would not develop and if it should we may be forced to reconsider our Ordinance provisions and become actively involved in the issuance of local permits and monitoring of performance standards.

Sincerely,

BAKER COUNTY COURT

By: ______________________
County Judge

____
County Commissioner

____
County Commissioner

1-0062

☒ RE ☒ RCE ☒ RME ☒ RCE
☒ RFA JUN 19 1984 ☐
RECEIVED
REGION 5 OFFICE

Hal Versteeg
Road Design Engineer

June 19, 1984

DOGMI Permit Violation
1983 Richland Rock Production

The attached is for your information.

We recently received a notice of permit violation from DOGMI. I wanted to know why this happened. Apparently several of us made some errors and equally apparent is the fact that many of us had the opportunity to review and correct things.

I thought that perhaps the design folks who work on development plans might be interested.

R. D. Hector
Region Engineer

RDH/lm

Attachment

1-0062

STATE OF OREGON INTEROFFICE MEMO

☒ RE ☐ RCE ☐ RME ☐ RO ☐ RFA ☐

JUN 18 1984

RECEIVED
REGION 5 OFFICE

TO: ~~Donald L. Trout~~
~~Final Project Coordinator~~

DATE: June 15, 1984

SUBJECT: DOGMI Permit Violation
1983 Richland Rock Production

The reason for the violation was notes from the 1978 Rock Production were incorporated with the 1983 Development Plan. The 1983 notes were omitted. The 1978 notes called for partial removal of a rock berm between the highway and the excavation. This was done. When the 1978 notes were included in the 1983 project the contractor used the remainder of the berm.

I have discussed this with Allan Throop and he believes dressing up the excavated area is the thing to do. Eventually the area will be covered with fines and seeded.

Vern Moore
Region 5 Geologist

VM/jef

cc: Allan Throop
Region Office ✓

Department of Geology and Mineral Industries
1129 S.E. SANTIAM ROAD, ALBANY, OREGON 97321 PHONE (503) 967-2039

VICTOR ATIYEH
Governor

IDENT. NO. ______________

REPORT OF ON-SITE INSPECTION

Oregon State Highway Division
P. O. Box 850
La Grande, OR 97850

CERTIFIED #571 643

NOTICE OF VIOLATION

I.D. #01-0062
SE1/4,Sec.6,T9S,R46E
Baker County

DATE OF INSPECTION: May 22, 1984

I visited this site unaccompanied.

I was dismayed to find that the area actually mined in 1983 on this site was not the area scheduled to be mined. The mining plan was changed without a prior approved revision of the map submitted with the application. The change that occurred would not have been permitted.

During the previous period of activity (1977 or 1978) a rock berm was left between this quarry and the Baker - Copperfield Highway. According to the plans filed when the site was reopened last year, this berm was not to be touched. Rock was to be removed from an area to the east of that berm.

However, as near as I can determine, the entire amount of rock removed came from the removal of the berm. Taking that approach, leaves the site much more visible to users of the highway than necessary. There is no shortage of rock on the site and no apparent reason why the visual screen was mined rather than the area scheduled for mining.

In addition, although the area mined was roughly regraded, no topsoil was spread out over the area. There is approximately 750 yards of reddish rocky topsoil left to the north of the area mined. This material was stockpiled but not spread back over the mined area. Reclamation of this site will not be complete until the stored topsoil is spread back over the mined area and that area successfully revegetated. In addition, it may be necessary to bring some fines down over that area for replanting.

Please supply within one month a revised reclamation plan showing how a visual screen will be reestablished on this site.

Inspected by Allen H. Throop
Signature Allen H Throop
Title Field Representative
MINED LAND RECLAMATION

SMLR-6 Rev. 1/20/82

____Versteeg ________
____Anderson ________
____Adams ________
____[illegible] ________
____Edwards ________
____Terpin ________
____Trout ________
____Wakerlig ________

RECEIVED
JUN 6 1984
ROAD DESIGN
SECTION

____
____
____
Do Not File ☐
Return To ________
Bring Up ____/____/____
Action ________

May 14, 1984

Surety Insurance Co. of California
2250 West Whittier Blvd.
La Habra, CA 90631

CON 5
#9644

Gentlemen or Ladies:

On April 24, 1984, we wrote to you concerning release of final payment on Contract No. 9644 awarded to R. D. Mac, Inc. for the Richland Rock Production Project on the Baker-Copperfield Highway in Baker County.

Final payment on this contract is $832.89 and the total contract amount is $64,752.74. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm

cc: R. D. Mac, Inc.
PO Box 1086
LaGrande, OR 97850

bc: C. O. Fredrickson
Walt Hart
Robert D. Hector

[illegible]

Final Report #8

FORM 734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Richland	WEEK ENDING: Sept. 17, 1983	SECTION PREFIX: 1-4201
HIGHWAY: Baker - Copperfield	COUNTY: Baker	
NAME OF JOB:	KIND OF WORK: Rock Production	
CONTRACTOR: R. D. Mac.,Inc.	CONTRACT NUMBER: 9644	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: June 3, 1983	DATE WORK STARTED: July 26, 1983	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 8 SUPERVISION: 1	SPECIFIED WORK DAYS: SPECIFIED CALENDAR DAYS (104)	WORK DAYS USED: CALENDAR DAYS USED (104)
PROJECT AUTHORIZATION: $ 72,478	SPECIFIED COMPLETION DATE:	PERCENT OF TIME ELAPSED: 100
EXCLUSIVE OF ENGINEERING: $ 66,148	ENGINEERING AUTHORIZATION: $ 6,330	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 99
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 66,148	ENGINEERING COST TO DATE: $ 2,500	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 98
ESTIMATED PERCENT: OVERRUN UNDERRUN: 0 %	PERCENT OF AUTHORIZATION: 39 %	DATE PROJECT WAS COMPLETED: Sept. 15, 1983

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
					100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)			10,000		
TOTAL QUANTITIES CORRECTED TO DATE			10,000		
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

RECEIVED
SEP 19 1983
CONSTRUCTION SECTION
LS
TC
FE
CP

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No activity
MONDAY	Crushing all week.
TUESDAY	" "
WEDNESDAY	" "
THURSDAY	Completed crushing
FRIDAY	
SATURDAY	

REMARKS

Nexr Week: General clean-up and removeing equipment

Semi-final will be submitted during week of 9/18/83.

SIGNED Joseph A. Schlieski LOCATION La Grande

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

1983 South Baker Intchge.- 9645
Durkee Sec. of the Old Oregon Trail
(Paving)

bi cc: OSHD (Rulien)

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	**REPORT NO.** 7	**COUNTY** Baker	**DIVISION** Oregon
DATE OF REPORT May 29, 1987	**REPORT MADE BY** Thomas P. Lowe, Area Engineer		**PROJECT NO.** IR-84-7(4)306
COMPLETION DATE (Actual) 7/17/85	**ACCEPTANCE DATE BY CONRTACT AGENCY** 12/8/86	**TIME ELAPSED** 100 %	**CONTRACT TIME** CDC

LOCATION

SEE BELOW

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)

A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

SOUTH BAKER INTERCHANGE - DURKEE SECTION
OLD OREGON TRAIL
PAVING

This project provided for an AC overlay of the existing pavement.

Price agreements Nos. 8 and 17 in the amounts of $64,000 and $145,000 settled the contractors claim concerning asphaltic concrete quality. Federal funds did not participate in this claim settlement.

RECEIVED
STATE HWY ENGR
JUN 10 '87
REFER TO Fredrickson
FOR
info | inves | [illegible]

cy
6/16

ACCEPTANCE OF PROJECT IS RECOMMENDED		**ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION**	
SIGNATURE Thom P. Lowe		**SIGNATURE** John T. Price	
TITLE Thomas P. Lowe, Area Engineer	**DATE** 6/8/87	**TITLE** John T. Price, District Engineer B	**DATE** 6/10/87

FORM FHWA 1446B
(Rev. 2-84)
PREVIOUS EDITIONS MAY BE USED.

7645

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NUMBER 5-26

PROJECT REPORT NUMBER

MODIFICATION NUMBER 2

U.S. Department of Transportation
Federal Highway Administration

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

State Oregon

County Baker

Project Number IR-84-7(4)306

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on July 27, 19 83, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 3,745,991	$ 3,529,118
Federal funds	$ 3,454,552	$ 3,254,552
Other revisions		

This modification is made for the following reasons:

To release funds for use on other projects.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 6th day of May, 1987

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XX~~X~~ For: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

★ U.S. GOVERNMENT PRINTING OFFICE: 1986 -491-818/46154

Copy Files

Oregon State Highway Division
Salem, Oregon   May 6, 1987

Federal-Aid Project No. IR-84-7(4)306

South Baker Interchange-Durkee Section
Old Oregon Trail Highway
Baker County

PROJECT AGREEMENT ESTIMATE

Type Code 1000
Roadway (Sta. 120+50 to Sta. "EB" 1023+78.54 BK = "EB" 1027+ 08.39 AH to Sta. 1216+69)

Subtotal of previous Estimate of August 29, 1984		$3,249,690.00
	Engineering	189,338.00
	Total	$3,439,028.00

Structures

Total the same as on Estimate of July 21, 1983	$ 90,090.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$3,439,028.00	$3,171,471.00	$267,557.00
Structures	90,090.00	83,081.00	7,009.00
	$3,529,118.00	$3,254,552.00	$274,566.00

Group 011 = 100%
Contract No. 9645
Prefix: C6011968
Prefix: C6011013

RHZ:me

9045

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 9-14	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	State Oregon
PROJECT REPORT NUMBER		County Baker
MODIFICATION NUMBER 1	6 31 84	Project Number IR-84-7(4)306

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on July 27, 1983, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 3,595,016.00	$ 3,745,991.00
Federal funds	$ 3,315,323.00	$ 3,454,552.00
Other revisions		

This modification is made for the following reasons:

To include claim settlement costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 31st day of August, 1984.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

B~~X~~X For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Jan

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON AUGUST 29, 1984

FEDERAL AID PROJECT NO. IR-84-7(4)306

South Baker Interchange - Durkee Section
Old Oregon Trail Highway
Baker County

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE 1000
Roadway (Sta. 120+50 to Sta. "EB" 1023+78.54 Bk = "EB" 1027+08.39 Ah to Sta. 1216+69)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT	
Claim Settlement	$145,000.00	--	--	All Required	$145,000.00	
SUBTOTAL					$145,000.00	
					Increase	$ 145,000.00
			Subtotal from Estimate of July 21, 1984			3,104,690.00
					Subtotal	$3,249,690.00
					Engineering	406,211.00
					Total	$3,655,901.00

STRUCTURES

Total same as on Estimate of July 21, 1983 $ 90,090.00

Length of Roadway ----------------------	20.293
Length of Structure --------------------	0.407
TOTAL	20.700

Cost of Roadway Per Mile -------------- $180,155.77

SUMMARY OF FUNDS (92.22%)

Description	Total Cost	Federal Funds	State Funds
Roadway	$3,655,901.00	$3,371,471.00	$ 284,430.00
Structures	90,090.00	83,081.00	7,009.00
TOTAL	$3,745,991.00	$3,454,552.00	$ 291,439.00

Group 1: 100%
Contract No. 9645
Prefix: 601-1968
Prefix: 601-1013

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 7 200	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT**	State OREGON County Baker Project No. IR-84-7(4)306

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

S. Baker Intchge.-Durkee Section

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	5-4-83	20.293

OTHER *(Specify)*

FUNDS Pro Rata 92.22%

ESTIMATED TOTAL COST OF PROJECT $ 3,595,016.00	FEDERAL FUNDS $ 3,315,323.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By Gary A. Potter
Manager, Program Section
(Title)
~~By~~ XX FOR: H. S. Coulter
State Highway Engineer
(Title)
By
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
for [illegible]ALE E. WI[illegible]
Division Administrator

Date executed by Division Administrator JUL 27 1983

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON July 21,1983

FEDERAL AID PROJECT NO. IR-84-7(4)306

SOUTH BAKER INTCHGE.-DURKEE SECTION
OLD OREGON TRAIL HWY. IN BAKER COUNTY

PROJECT AGREEMENT ESTIMATE

TYPE CODE 1000
ROADWAY (Sta. 120 + 50 to Sta. "EB" 1023 + 78.54 BK = "EB" 1027 + 08.39 AH. to Sta. 1216 + 69)

Mobilization		All Required		$225,000.00
Temporary Protection and Direction of Traffic		All Required		20,000.00
Temporary Signs	1,200	Sq. Ft.	5.00	6,000.00
Temporary Barricades	6	Each	50.00	300.00
Temporary Concrete Barriers	125	Lin Ft.	22.00	2,750.00
Temporary Concrete Barriers, Modified	625	Lin. Ft.	20.00	12,500.00
Moving Temporary Concrete Barriers	2,250	Lin. Ft.	1.50	3,375.00
Temporary Plastic Safety Markers	55	Each	60.00	3,300.00
Flagmen	1,800	Hour	10.00	18,000.00
Sequential Arrow Signs	2	Each	4,000.00	8,000.00
Cold Plane Pavement Removal	262,000	Sq. Yd.	1.20	314,400.00
Watering	75	M. Gal.	4.00	300.00
Aggregate Shoulders	4,560	Ton	6.00	27,360.00
Class "B" Asphalt Concrete Mixture	98,400	Ton	8.75	861,000.00
Class "E" Asphalt Concrete Mixture	19,300	Ton	11.25	217,125.00
Asphalt Cement in Mixture	6,560	Ton	171.00	1,121,760.00
Portland Cement or Lime Additive in Class "E" Mixture	200	Ton	72.00	14,400.00
Emulsified Asphalt in Seal Coat	540	Ton	170.00	91,800.00
Aggregate in Seal Coat	1,900	Ton	10.00	19,000.00
Asphalt in Tack Coat	415	Ton	180.00	74,700.00
Adjust Guard Rail	5,750	Lin. Ft.	3.00	17,250.00
Delineators, Type 1	150	Each	18.00	2,700.00
Delineators, Type 4	90	Each	13.00	1,170.00
Adjusting Inlets	19	Each	100.00	1,900.00
				$3,064,090.00

ADDITIONAL ITEMS

Permanent Pavement Striping	All Required		$ 34,700.00
Temporary Pavement Striping	All Required		5,100.00
On-the-Job Trainees ($0.80 x 1,000 hrs)	All Required		800.00
			$ 40,600.00
		SUBTOTAL	$3,104,690.00
		Engineering	388,086.00
		TOTAL	$3,492,776.00

TYPE CODE X221
ENCINA INTERCHANGE O'XING (BR. NOS. 8302 E & W)

Concrete Paving Dams	130 Lin. Ft.	80.00	$ 10,400.00

TYPE CODE X921
HILL CREEK O'XING (BR. NOS. 8941 E & W)

Concrete Paving Dams	70 Lin. Ft.	80.00	$ 5,600.00

TYPE CODE X321
PRITCHARD CREEK (BR. NOS. 7987 & 7987A)

Joint Replacement	240 Lin. Ft.	267.00	$ 64,080.00
		SUBTOTAL	$ 80,080.00
		Engineering	10,010.00
			$ 90,090.00

Length of Project ---------	Roadway	20.293	miles
	Structures	0.407	miles
		20.700	

Cost of Roadway per Mile ------------ $172,117.28

RETAINED IN PROGRAM STATUS

Remove & Replace Mile Posts	All Required		$ 500.00
Clean & Repair Br. Deck Joints	All Required		10,300.00
		SUBTOTAL	$ 10,800.00
		Engineering	1,350.00
		TOTAL	$ 12,150.00

SUMMARY OF FUNDS (92.22%)

DESCRIPTION	TOTAL COST	FEDERAL FUNDS	STATE FUNDS
Roadway	$3,492,776	$3,221,038	$271,738
Structures	90,090	83,081	7,009
SUBTOTAL	$3,582,866	$3,304,119	$278,747
Retained in Program	12,150	11,204	946
TOTAL	$3,595,016	$3,315,323	$279,693

Group 1: 100%
Contract No. 9645
Prefix: 601-1968
Prefix: 601-1013

RECEIVED
STATE HWY ENGR
JAN 27'87
REFER TO
Jackmond
FOR
Info Inves D/R Sign Act File

Orig to
2/5

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center - Suite 100
530 Center Street NE
Salem, Oregon 97301

January 26, 1987
IN REPLY REFER TO
HA.2-OR

Pat Schwartz:
Please take appropriate action.

R

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Rulien:

Oregon Project IR-84-7(4)306
South Baker - Durkee Section
Old Oregon Trail
Price Agreements Nos. 8 & 17 - RAP Claim Settlement

We have reviewed your request for Federal-aid participation in the claim settlements submitted with Price Agreements Nos. 8 and 17. Price Agreement No. 8 settles the contractor's claim involving the use of the recycled asphalt pavement while Price Agreement No. 17 is associated with the paving done after only virgin aggregates were used to produce the asphalt concrete mixture.

We feel that the contractor's election to use only one stockpile for the fine aggregates while producing recycled material severely limited production control. Lack of sufficient overall production control is further evidenced by the contractor's inability to meet minimum specification requirements when only virgin aggregates were used after the recycled asphalt pavement requirements had been removed. Therefore, we are returning both Price Agreements to you not approved for Federal-aid participation based on the contractor's lack of adequate production control.

Any time extension granted to the contractor which involves either of these claim settlements is also considered non-participating.

We have previously indicated to you (Inspection Report No. 2) that any additional costs associated with the change to 100 percent virgin aggregates would not be eligible for Federal-aid participation.

Sincerely yours,

G. K. Hossner
for Dale E. Wilken
Division Administrator

cc:
OSHD (G. A. Potter, Program)
OSHD (O. B. Jackmond, Const) w/encl
Price Agreements Nos. 8 & 17

December 26, 1986

CON 5 - #9645

Seaboard Surety Company
411 108th Avenue NE
Suite 1670
Bellevue, WA 98004

On December 11, 1986, we wrote to you concerning release of final payment on Contract No. 9645 awarded to L. T. Contractors, Inc. for paving on the South Baker Interchange-Durkee Section of the Old Oregon Trail in Baker County.

Final payment on this contract is $6,450.15 and the total contract amount is $3,310,569.06 including $81,623.78 for work performed under force account.

Fran Neavoll
COMMISSION SERVICES

cc: L. T. Contractors, Inc.
P.O. Box 4448
Sunriver, OR 97702

bc: C. O. Fredrickson
Walt Hart
Robert D. Hector

cgc

'9645

r/

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

In Reply Refer to
File No.:

CON 5

DATE: December 6, 1985

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

Bruce M. Walton
FROM: for C. O. Fredrickson, P.E., P.L.S.
Construction Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. IR-84-7(4)306

Contract 9645, Work Completed 7-17-85

Project South Baker Interchange-Durkee

Highway Old Oregon Trail

County Baker

We request that your office return a signed copy of this letter i dicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date January 6, 1986

G. K. [illegible]
for Dale E. Wilken
Division Administrator

NOTED
E. S. HUNTER

BMW:mk

cc: E. S. Hunter
C. O. Fredrickson
R. D. Hector
B. M. Walton

CPC/FL4

RECEIVED
STATE HWY ENGR
JAN 8 '86
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

[illegible]

734-2023 (2-85)

Report # 115

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION South Baker Inter - Durkee	WEEK ENDING Oct. 17, 1985 SECTION PREFIX 601 1013
	HIGHWAY Old Oregon Trail	COUNTY Baker
NAME OF JOB	KIND OF WORK Paving	
CONTRACTOR L.T. Contractors, Inc.	CONTRACT NUMBER 9645	FEDERAL AID PROJECT NUMBER IR-84-7(4)306
DATE OF CONTRACT June 3, 1983	DATE WORK STARTED July 12, 1983	ESTIMATED COMPLETION DATE September 1984
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION. 0	SPECIFIED WORK DAYS SPECIFIED CALENDAR DAYS 465	WORK DAYS USED CALENDAR DAYS USED 506
PROJECT AUTHORIZATION: $3,595,016.00	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 109
EXCLUSIVE OF ENGINEERING: $3,339,376.00	ENGINEERING AUTHORIZATION $255,640.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $3,393,494.00	This Week ENGINEERING COST TO DATE $274,695.65	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 102
ESTIMATED PERCENT: OVERRUN UNDERRUN 1.6 %	PERCENT OF AUTHORIZATION 107 %	DATE PROJECT WAS COMPLETED: July 18, 1985

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
0	0	0	0	0	0		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT 1	0	0	0	0	20.7
MILES PARTIALLY COMPLETED 2					20.7
MILES COMPLETED 3					0
TOTAL ESTIMATED QUANTITIES (CONTRACT) 4					117,700
TOTAL QUANTITIES CORRECTED TO DATE 5					117,700
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE 6					107,706
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: 0

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 13		0		
MONDAY 14		0		
TUESDAY 15		0		
WEDNESDAY 16		0		
THURSDAY 17		0		
FRIDAY 18		0		
SATURDAY 19		0		F

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 13	
MONDAY 14	This Week: Preparing final records
TUESDAY 15	
WEDNESDAY 16	
THURSDAY 17	
FRIDAY 18	
SATURDAY 19	

REMARKS

Will submit final records to Region 10/21/85.

FINAL REPORT

SIGNED Joseph A. Schlieski LOCATION La Grande

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP*F216

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center - Suite 100
530 Center Street NE
Salem, Oregon 97301

October 15, 1985
IN REPLY REFER TO
HFO.4/5-OR

RECEIVED
STATE HWY ENGR
OCT 17 '85
REFER TO
Fredrickson
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

WES
TMA
Orig K
10/18

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Rulien:

Oregon Project IR-84-7(4)306
South Baker Interchange - Durkee Section
Old Oregon Trail
Time Extension

We have reviewed Mr. Fredrickson's October 3, 1985, memorandum regarding a time extension for this project. We concur in his request to extend the contract time by 41 calendar days.

Our concurrence is based on the fact the primary work required to be done beyond the allotted contract time was Extra Work associated with paving dams and bridge joints which had not been anticipated in the original contract.

Sincerely yours,

G. K. Hansen
for Dale E. Wilken
Division Administrator

cc:
OSHD (G. Potter, Program)
OSHD (C. O. Fredrickson, Const)

9645

October 2, 1985

L. T. Contractors Inc.
P. O. Box 11249
Portland, OR 97211

CON 5

Re: Time Extension Request
South Baker Intch.-Durkee
Contract No. 9645
FAP No. IR-84-7(4)306

Your request for additional contract time in which to complete the above project has been carefully reviewed. A contract time adjustment of an additional 41 calendar days is granted due to performance of extra work under Price Agreement No. 16.

This will eliminate all liquidated damages under this contract.

W. E. Schwartz, P.E.
Ass't. State Highway Engineer

WES:OBJ:mk

bc: C. O. Fredrickson
R. D. Hector w/att.
Joe Schlieski w/att.
FHWA w/att.
Bruce Walton

TE/199

STATE OF OREGON

INTEROFFICE MEMO

TO: C. O. Fredrickson
Construction Engineer

DATE: September 16, 1985

ATTN: O. B. Jackmond
Contract Adm. Engineer

SUBJECT: Time Extension Request
South Baker-Durkee Section
Baker County
Contract 9645

Attached is a re-submittal of a request for additional time to complete the subject project. A bar chart prepared by the Project Manager's office is also attached along with his analysis and recommendation.

The chart shows that the only work performed after September 14, 1984 was joint replacement and concrete paving dams. The first time extension extended the contract time to that date.

At the time the second time extension request was processed, we were attempting to separate the joint replacement and paving dam work into contract work (work that was substantially as shown in contract plans) and extra work (work that was substantially different than that shown by the plans). The Project Manager based his recommendation for additional time on that proportion that he felt was "extra work".

The contractor claimed that the work was so different than that shown by the plans that all work should be treated as "extra work". The State has agreed and the two items were deleted from the contract by Price Agreement. All the work on these items were paid on an actual cost basis.

The State has agreed that all the work performed after September 14, 1984 was "extra work" and not covered by the contract as bid. I therefore recommend that all time charged after that date be granted as additional contract time. This would eliminate all liquidated damages.

Warren
Warren Richards
Region Construction Engineer

WR/ds

cc: J. Schlieski

W. E. Schwartz -
I concur with Region and Project Manager and recommend a time extension of 41 calender days.
O. B. Jackmond

CE__ CAE J RECEIVED LS__ TC__
COE__ OM__ SA__ CC__
OE__ SEP 18 1985 FE__ CP__
CA__ PQC__
CAM__ CONSTRUCTION QCS__
EEO__ SECTION FILE.__

Contains Recycled Materials

SP*75683-12

STATE OF OREGON

INTEROFFICE MEMO

TO: MEMO TO FILE

DATE: June 26, 1985

SUBJECT: SOUTH BAKER INTERCHANGE - DURKEE CLAIM

Met with Tom Babler,Drew Whittle, Pete Moore, Joe Schieski this morning to discuss the January 31, 1985 claim on South Baker Interchange-Durkee project. The claim is presented in nine separate items. The total claim is for $343,435.17 (plus interest). Part of that figure has been reduced.

Item 4 - Liquidated damages $14,400.00
This item will be restored.

Item 7 - Design errors 46,414.51
This is the work being done by Carol Construction and will be handled on a force account basis.

Item 9 - Balance due on retainage 50,000.00
We have asked that this matter be dealt with. The only remaining work is the force account work with Carol.

So the real itemized claim is for $232,620.66.

Tom told me that he had the authority to cut a deal. I told him that I was not the guy who writes the checks, but I was in a position to make strong recommendations, and I explained the kinds of hoops that we must jump through to spend public funds.

After some discussions, Tom agreed that he would accept $82,000 as settlement against the $232.620.66 claimed amount. I told him that we would do the things we had to do in order to make that offer or some other offer. I agreed that I would be in contact with Tom with an answer before the end of next week. (That is July 5)

I asked Joe to go through the data to develop a justification. He will have that done by the middle of next week.

Original Signed By Robert D. Hector

R. D. Hector
Region Engineer

RDH/lm

cc: W. E. Schwartz ✓
C. O. Fredrickson
J. A. Schlieski

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
JUN 28 '85
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Contains Recycled Materials
81-125-1367

SP*75083-12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

February 1, 1985

In Reply Refer to
File No.:
CON 5

L. T. Contractors Inc.
P. O. Box 11249
Portland, OR 97211

Re: Time Extension Request
S. Baker Interchange-Durkee
Contract No. 9645
FAP No. IR-84-7(4)306

Your request for additional contract time in which to complete the above project has been carefully reviewed.

A contract time adjustment of an additional 38 calendar days is granted due to the extra work done to date relating to the bridge deck joint revisions. There remains 10 calendar days of liquidated damages under this contract.

The project is currently under a suspension of work order pending suitable conditions for completion of the contract. Time charges will recommence when the suspension is rescinded. If the remaining work warrants a further adjustment of contract time, you should submit the appropriate request.

W. E. Schwartz, P.E.
Ass't. State Highway Engineer
for Operations

bc: C. O. Fredrickson
R. D. Hector w/att.
Joe Schlieski w/att.
FHWA w/att.
Bruce Walton

Form 734-3122

STATE OF OREGON

INTEROFFICE MEMO

TO: C. O. Fredrickson
Construction Engineer

DATE: January 18, 1985

Attn: Bryant Jackmond

SUBJECT: Time Extension Request
South Baker Interchange-Durkee
Old Oregon Trail Highway
Baker County
Contract No. 9645

RECEIVED
JAN 21 1985
CONSTRUCTION SECTION
CE.... CAE.... COE.... OM.... OE.... CA.... CAM.... EEO.... LS.... TC.... SA.... CC.... FE.... CP.... POC.... OCS.... FILE....

Attached is request for increase in time to complete the work on the subject project, along with an analysis by the Project Manager.

I concur in Schlieski's recommendation to grant an additional 38 calendar days due to additional work relating to deck joints and paving dams. The recommendation that no more time be charged as the remaining work all involves added work is also reasonable. I would recommend that the contractor be so advised at the time he is advised of any additional time being granted. He should further be advised that contract time and liquidated damages would resume at any time the Project Manager feels completion of the remaining work items are not being pursued in an expeditious manner.

Do not agree.

Warren Richards

Warren Richards
Region 5 Construction Engineer

WR:sh
Attachments

cc J. A. Schlieski

2-1-85

W. E. Schwartz -

I concur with Region and Project Manager and recommend a time extension of 38 C.D. due to the extra work performed on the deck joints.

D. B. Jackmond

December 17, 1984

Yturri, Rose, Burnham, Ebert & Bentz
Attorneys at Law
PO Box S
Ontario, OR 97914

CON 5
#9645

Attention: Gary J. Ebert

Gentlemen or Ladies:

Thank you for your letter of December 5, 1984, on behalf of Northwest Regional Construction informing us that their claim has been paid.

This appears to be in reference to a claim filed against Contract No. 9645 with L. T. Contractors, Inc., for paving on the South Baker Interchange-Durkee Section of the Old Oregon Trail in Baker County.

This information will be noted in our records and we will advise the surety and the contractor.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

FKN:kjm

cc: L. T. Contractors, Inc.
PO Box 4448
Sunriver, OR 97702

Seaboard Surety Company
320 108th Ave., NE, Suite 401
Bellevue, WA 98004

NOTED ON CARD
12-14-84 kjm

YTURRI, ROSE, BURNHAM, EBERT & BENTZ
ATTORNEYS AT LAW

ANTHONY YTURRI
GENE C. ROSE
CARL BURNHAM, JR.
GARY J. EBERT
CLIFF S. BENTZ
TIM J. HELFRICH

89 S.W. THIRD AVENUE
P. O. BOX S
ONTARIO, OREGON 97914
(503) 889-5368

December 5, 1984

Mr. Robert W. Gormsen
Commission Services
Department of Transportation
Transportation Building
Salem, OR 97310

Dear Mr. Gormsen:

Thank you for your letter of November 28, 1984, regarding the claim of Northwest Regional Construction. Shortly after my initial contact with Mr. Schlieski of the LaGrande Highway Division Office, payment of the claim was made by Coral Construction.

Thank you for your prompt attention to this matter.

I am sending a copy of L. Y. Contractors, Inc., and Seaboard Surety Company so that they will be apprised of the fact that the claim has been paid.

Very truly yours,

YTURRI, ROSE, BURNHAM, EBERT & BENTZ

Gary J. Ebert

GJE/ds

cc L. T. Contractors, Inc.
Seaboard Surety Company
Mr. Walt Gordon

RECEIVED
[illegible]
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

11. CL 84-257

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

November 28, 1984

IN REPLY REFER TO
FILE NO.:
CON 5
#9645

Yturri, Rose, Burnham, Ebert & Bentz
Attorneys at Law
PO Box 8
Ontario, OR 97914

Attention: Gary J. Ebert

Gentlemen or Ladies:

This will acknowledge your letter dated November 7, 1984, to Joe Schlieski, of the La Grande Highway Division office, with attached invoices filing a claim on behalf of Northwest Regional Construction against the following contract:

FILED BY:	Northwest Regional Construction
AMOUNT:	$6,290.28 exclusive of interest and costs
FOR:	Crane rental plus incidental services
AGAINST (Prime contractor)	L. T. Contractors, Inc.
SUBCONTRACTOR:	Coral Construction
CONTRACT NO.:	9645
PROJECT:	South Baker Interchange-Durkee Section, Old Oregon Trail, Baker County
SURETY:	Seaboard Surety Company
AGENT:	Robert Lagler

We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your client's claim has been paid.

NOTED ON CARD
Dec. 12, 1984

As requested in your letter, attached are copies of the bid proposal and the performance bond. The payment bond and contractor's bond is the performance bond.

Sincerely,

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

Attachment
cc: L. T. Contractors, Inc.
PO Box 4448
Sunriver, OR 97702

Seaboard Surety Company
320 108th Ave., NE, Suite 401
Bellevue, WA 98004

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

RECEIVED
NOV 30 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

YTURRI, ROSE, BURNHAM, EBERT & BENTZ
ATTORNEYS AT LAW

ANTHONY YTURRI
GENE C. ROSE
CARL BURNHAM, JR.
GARY J. EBERT
CLIFF S. BENTZ
TIM J. HELFRICH

89 S.W. THIRD AVENUE
P. O. BOX S
ONTARIO, OREGON 97914
(503) 889-5368

November 7, 1984

Mr. Joe Schlieski
Oregon State Highway Division
P.O. Box 850
LaGrande, OR 97850

Re: South Baker Interchange - Durkee Section
Northwest Regional Construction v. Coral Construction
Our File No. 84-604

Dear Mr. Schlieski:

As I indicated to you during our telephone conversation of November 5, 1984, our office is representing Northwest Regional Construction in a collection matter against Coral Construction. Northwest Regional Construction provided a crane rental plus services incidental thereto in connection with the above-captioned job. I am enclosing herewith copies of the invoices outlining the charges in detail for your files and information. The total amount due and owing as of this date totals $6,290.28 exclusive of interest and costs.

This will confirm your representation to me that no disbursement has been made to Coral Construction as of November 5, 1984, on the above-captioned project and that an amount of funds sufficient to cover the claim of Northwest Regional Construction will be withheld pending resolution of the dispute between Northwest Regional Construction and Coral Construction.

I would appreciate it if you would forward to me a copy of the following contract documents concerning this project: bid proposal; performance bond; payment bond; contractor's bond; and cashier's check or certified check if posted pursuant to ORS 279.029. We will promptly remit for reasonable charges in processing this request.

Thank you in advance for your cooperation.

Very truly yours,

YTURRI, ROSE, BURNHAM, EBERT & BENTZ

Gary J. Ebert

GJE:yrm
cc: Walt Gordon
Coral Construction
Enclosure

Certified Mail #272 998

RECEIVED
NOV 15 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

11/13/84

NRC

INVOICE

NORTHWEST REGIONAL CONSTRUCTION

1444

1453 CHESTER BLVD. • PHONE (503) 889-5408
ONTARIO, OREGON 97914

ACCOUNTING — (503) 889-7444

TO: Coral Construciton
P.O.BOX 357
Wilsonville, OR 99070

DATE: YOUR ORDER NO.

LOCATION: Durkee, OR
DATE: 10-6-84/10-22-84
JOB: 4212
TERMS: **Net 10th Prox.**

DESCRIPTION			TOTAL PRICE
EQUIPMENT RENT ½ month crane rent@ 2400.			1200.00
TOTAL DUE:			1200.00

RECEIVED
NOV 15 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

12367-390

INVOICE

NRC

NORTHWEST REGIONAL CONSTRUCTION

1441

1453 CHESTER BLVD. • PHONE (503) 889-5408
ONTARIO, OREGON 97914

ACCOUNTING — (503) 889-7444

TO: Coral construktion
P.O.BOX 357
Wilsonville, OR 97070

LOCATION: Durkee, OR
~~DATE~~ 9-6-84 / 10-6-84
JOB: 4212

DATE: 10-10-84 YOUR ORDER NO.

~~TERMS: Net 10th Prox.~~

DESCRIPTION			TOTAL PRICE
EQUIPMENT RENT 1 month crane rent @ 2400.			2400.00
TATAL DUE:			2400.00

RECEIVED
NOV 15 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

12367-380

INVOICE

NRC

NORTHWEST REGIONAL CONSTRUCTION

1430

1453 CHESTER BLVD. • PHONE (503) 889-5408
ONTARIO, OREGON 97914

ACCOUNTING — (503) 889-7444

TO: Corael Construction
P.O.BOX ~~1999~~ 557
Wilsonville, OR 97070

DATE: 9-11-84 YOUR ORDER NO.

LOCATION: Durkee, OR
DATE: 8-6 / 9-6-84
JOB: 4212
TERMS: Net 10th Prox.

DESCRIPTION			TOTAL PRICE
LABOR			
crane delivery 3 hrs. @ 25.00/hr		75.00	
EQUIPMENT RENT			
one month crane rent @ 2400./mo		2400.00	
TOTAL DUE:			2475.00

RECEIVED
NOV 15 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

12367-380

INVOICE

NRC

NORTHWEST REGIONAL CONSTRUCTION

1445

1453 CHESTER BLVD. • PHONE (503) 889-5408
ONTARIO, OREGON 97914

ACCOUNTING — (503) 889-7444

TO: Coral Construction
P.O. BOX 357
Wilsonville, OR [illegible]

DATE: 10-23-84 YOUR ORDER NO.

LOCATION: [illegible], OR
DATE:
JOB: [illegible]
TERMS: Net 10th Prox:

DESCRIPTION			TOTAL PRICE
Damages to trailer hitch on crane			150.00
TOTAL DUE:			150.00

RECEIVED
NOV 15 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

12367-380

rll

U. S. DEPARTMENT OF TRANSPORT ION
FEDERAL HIGHWAY ADMINIST ION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IR-84-7(4)306

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Baker

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 20036

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 8/6/84

8. FEDERAL ROUTE NUMBER Interstate 84

9. STATE ROUTE NUMBER Primary 6

10. GENERAL LOCATION:

South Baker Interchange - Durkee Section

11. GENERAL DESCRIPTION OF WORK

Railroad Protective Services

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
X☒ CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 8/6/84 as requested in Mr. Fredrickson's letter of 10/12/84 as being cost effective for the use of Union Pacific Railroad forces to proceed with the above work. State Force Order No. 3 representing work performed by Union Pacific Railroad is approved for a TEC of $5,000; Federal Funds $4,611.

RECEIVED
STATE HWY ENGR
OCT 25 '84
REFER TO
Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

14. DATE 10/24/84

15. SIGNATURE OF APPROVING OFFICIAL Christianson

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

FILE: MAT /

STATE OF OREGON

INTEROFFICE MEMO

TO: Memo to the File

DATE: September 13, 1984

FROM: Jack Sullivan, PE Jack
Engineer of Materials

SUBJECT: Waterborne Preservatives

On September 6, 1984, a meeting was held in my office at 1:00 p.m. to discuss the proposed specifications (July 16, 1984) for waterborne preservatives. In attendance were John Sheldrake and Bob Kuenzli from Maintenance; Jerry Wimer from Construction; Steve Macnab from Road Design and Don Beecroft and myself from Materials. It was agreed to modify my proposal and discuss this with the representatives from J. H. Baxter at our 2:00 p.m. meeting.

In attendance for J. H. Baxter were Nicholas Poletika and Joe Morgan, III, and Les Lonning for McFarland Cascade. They indicated that ammonical copper zinc arsenate (ACZA), which is an improvement over ACA, would be approved this year by the national association and available in their plants by 1985. They agreed with our proposal to allow ACZA and to require air drying of posts. Based on these discussions, I propose that Subsection 710.17 be revised as follows:

a) Include ACZA in the approved list of preservatives after approval made by AWPA.

b) Add a paragraph stating:

> "Guardrail posts treated with waterborne preservatives shall be air dried a minimum of 30 days prior to installation. During the period September 1 through May 31 the air drying shall be under cover. During the 30 day drying period, each layer of posts shall be separated using spacers that are a minimum of ½ inch thick. The Contractor shall provide certifications in conformance with Subsection 106.08 of the Standard Specifications."

The intent of this change is to reduce shrinkage and splitting of posts and reduce corrosive activity. Similar changes should be made to sign post specifications.

These changes should not go into effect until we've received notifications from J. H. Baxter of approvals from AWPA and the State of Oregon for ACZA.

If there are any questions, please contact Steve Macnab or me.

cc: W. E. Schwartz
Jerry Wimer
John Sheldrake
Steve Macnab
Don Beecroft
Joe Morgan

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
SEP 14 '84
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

FILE: MAT

STATE OF OREGON

INTEROFFICE MEMO

TO: Memo to the File

DATE: September 13, 1984

FROM: Jack Sullivan, PE Jack
Engineer of Materials

SUBJECT: S. Baker-Durkee;
FHWA Inspection Report

On September 12, 1984, Jim Wilson, Glenn Boyle and I met to discuss the recommendations in the subject report.

FHWA recommended:

1. A review of the "B" modified mix design be made.

2. A study be made to determine if the Baker Valley gravels, when scalped on a 1" screen, could be used in a standard "B" mix.

3. Investigate effect of lime on Baker Valley gravels.

In response to these three recommendations, the Materials Section will run the mix design tests using stockpiled Baker Valley gravels for:

a) "B modified" without lime

b) "B modified" with lime

c) "B" without lime

d) "B" with lime

4. Investigate further the "C" factor and determine whether some modifications are needed.

Mark Reaney, Materials and Testing Specialist, will be assigned to investigate this item. He will undertake this task when he completes his current assignment on the HPR stripping study.

After these data are compiled, the Materials Section will evaluate the data and report.

cc: W. E. Schwartz
C. O. Fredrickson
Bob Hector
Jim Wilson
Glenn Boyle
Glenn Hossner

25-1387

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street NE
Salem, OR 97301

September 11, 1984
IN REPLY REFER TO
HFO.4/5-OR

RECEIVED
STATE HWY ENGR
SEP 13'84
REFER TO
FOR
Info Inves R/D D/R Sign Act File

Mr. H. S. Coulter
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Coulter:

Oregon Project IR-84-7(4)306
South Baker - Durkee Section
Old Oregon Trail
Time Extension

We have received a copy of your letter of August 21, 1984 to L. T. Contractors Inc., of Portland, Oregon, which grants the contractor a time extension for this project.

The time extension includes several areas of consideration including additional time granted which is associated with the settlement of a contractor's claim. Time extensions involving the settlement of contractor's claims should be submitted to us for our review and approval in accordance with current time extension review and approval procedures.

This time extension may be submitted separately for our review and approval or may be submitted as part of your submittal for approval of the associated claim settlement.

Sincerely your,

G. K. [illegible]
for Dale E. Wilken
Division Administrator

cc:
OSHD (W E Schwartz)
OSHD (G Potter)

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

August 21, 1984

In Reply Refer to
File No.:
CON 5

L. T. Contractors Inc.
P. O. Box 11249
Portland, OR 97211

Time Extension Request
South Baker Interchange-Durkee
Contract No. 9645

Your request for additional contract time in which to complete the above project has been carefully reviewed. Your request for an additional 59 calendar days was based on the following reasons:

1. First season paving delays associated with P. A. No. 8, claim settlement. 27 days.
2. Removal of pavement within lots 1-8. 11 days.
3. Patching done under P. A. No. 9. 4 days.
4. Additional work at Encina Interchange. 2 days.
5. Remove and replace lots 25 and 26 under Force Account. 4 days.
6. Additional aggregate production. 11 days.

In accord with the terms and spirit of our negotiated claim settlement recorded on P.A. No. 8, a contract time adjustment of 11 calendar days is granted for item (1) above, and a contract time adjustment of an additional 14 calendar days is granted for item (2). A contract time adjustment of an additional 20 calendar days is granted for the added work done under items 3, 4, 5 and 6.

In summary, a contract time adjustment of an additional 45 calendar days is granted. The adjusted contract time for completion of this project is September 14, 1984.

Should you wish to review this matter further, or to submit additional data, please contact Project Manager Schlieski.

W. E. Schwartz, P.E.
Ass't. State Highway Engineer
for Operations

bc: C. O. Fredrickson
Joe Schlieski/att.
Bruce Walton
R. D. Hector/att.
FHWA/att.

STATE OF OREGON **INTEROFFICE MEMO**

TO: C. O. Fredrickson
Construction Engineer

DATE: August 7, 1984

Attn: O. B. Jackmond
Contract Administration Engineer

SUBJECT: Time Extension Request
S. Baker Interchange - Durkee
Contract #9645

Enclosed for your review is the subject request from L.T. Contractors for a 59 day extension, and a copy of Project Manager Schlieski's analysis recommending a 45 day extension.

I am not aware of any agreement to a 27 day extension during the negotiations in April; thus, I concur with Schlieski's recommendation of a 45 calendar day extension.

William Anhorn
William G. Anhorn
Region Construction Engineer

WGA/lm

Enc.

8-20-84

W. E. Schwartz -

I concur with Region and Project Mgr. and recommend a 45 C.D. time extension.

OB Jackmond

CE____ CAE____ RECEIVED LS____ TC____
COE____ ON____ SA____ CC____
CA____
CAN____ AUG 9 1984 FE____
MA____
CP____ CONSTRUCTION OCS____
EEO____ SECTION FILE____

/

STATE OF OREGON

FILE: MAT

INTEROFFICE MEMO

RECEIVED
STATE HWY ENGR
JUL 13 '84
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

TO: Memo to the Files

DATE: July 6, 1984

FROM: Glenn Boyle
Bituminous Design Group Leader

SUBJECT: SOUTH BAKER INTERCHANGE-DURKEE FIELD TRIP
July 2 & 3, 1984

July 2, 1984, Bud VanCleave, A.C. Specialist; Gus Beuker, Asphalt Institute; and I, boarded a chartered airplane from Salem Aviation and flew to Baker, Oregon arriving at 4:45 p.m. Project Manager Joe Schlieski had made arrangements to have a car available for us.

We went to the paving plant and told Joe Schlieski we were going out on the project, and Bud pointed out some of the pavement problems. The south bound lanes looked pretty good, Bud said it had 6.9% A/C per design.

There was a delay in paving for some period of time before they started paving on the north bound lanes at a reduced asphalt content of 6.3%. There is considerable flushing in this area (extracting results from 6" cores indicate 8.3 - 9.3% asphalt in the flushed areas.) The surface of the mat appears to have lost the asphalt coating on the coarse aggregate giving it (the mat) a brown hue in the sunlight. There are also small spots ½ dollar size to 3-4" of asphalt and fines over the entire mat. I suggested the brownish color may be caused by using something on the rubber tires of the roller. Bud said he thought they were running the tires dry.

We looked at the paver and rollers and didn't see too much out of the ordinary except the pick up machine appeared to rest on the front of the paver and there was considerable amount of asphalt and fines collected on the rubber tires (we looked at this equipment after hours while it was cold).

We checked into the motel at 8:00 p.m. and discussed possible causes and solutions for the problems during the evening.

We arrived at the paving plant at 6:30 a.m. and were told that they were getting 4½ loads of AR4000W Chevron without additive to see what effect it had (we could see no difference). The mat still had slick spots appearing at 1/3 points across the mat. We discovered that the rubber tired roller was throwing off the small pieces of asphalt and fines making spots on the mat. They were "breaking down" with the rubber tired roller

25 1307

F

and finishing with vibratory (I am not sure that is the best sequence).

Gus Beuker and I calculated an adjusted gradation to get more fines in the mix but not lose stability. With the viscosity of the asphalt being supplied, there was not sufficient surface area to hold the film thickness. We increased the P#10 from 22% - 25% and P¼" from 63% to 65%, cut the asphalt 0.3%. There was no apparent change in the mat or the flushed spots.

Back at the plant we had the contractor sample the mix at the discharge chute. The mix appeared to separate (asphalt moving to the surface) but not like moisture boils. There was also some aggregate that appeared to be reacting with the film coating, like when you add baking soda to battery acid but only the red colored aggregate. This could be caused by non-neutralized acid in the chem-pro burner fuel reacting on the aggregate.

I feel that our mix design is completely acceptable with the aggregates submitted. The Chevron AR4000W will make a more durable mix than the AR2000 on the Interstate highway system.

In my opinion, I think that #1 - the asphalt is not being aged in the plant or is contaminated, #2 - the burner fuel is inconsistent, #3 - the aggregate density has changed drastically. I am basing my opinion on the fact that considerable satisfactory mix was laid with the recommended asphalt content of 6.9%, then it also should be acceptable at 6.3%.

sv

cc: J. Sullivan
J. Wilson
J. Schlieski
C. Fredrickson
W. Schwartz

9645

HIGHWAY DIVISION

CON

C. O. Fredrickson
ATTN: O. B. Jackmond

May 17, 1984

W. E. Schwartz
Assistant State Highway Engineer

S. Baker-Durkee Section
Old Oregon Trail Highway
Contract No. 9645

Submitted herewith are all documents used in settling contractor's recycled asphalt paving claim on subject project. Included are technical reports prepared by Hicks and Bell, contractor claim settlement officers, and miscellaneous correspondence. You should add this information to your project file.

WES:sl

Enc.

cc H. S. Coulter

May 2, 1984

Lloyd Babler, Jr.
L. T. Contractors, Inc.
P.O. Box 11249
Portland, OR 97211

CON

Attached is the final summary of asphalt paving quantities, for the S. Baker-Durkee project, which involved the use of recycled asphalt materials. These were paving lots 1 through 8. This tabulation should have been attached to my letter to you dated April 26.

This summary shows the disposition of each lot or sublot, together with the quantities and dollars involved. At the bottom of page 3 of the summary are totals which indicate that we are rejecting 9,183.56 tons with a total value of $179,263.09. We are accepting 10,270.97 tons at an adjusted value of $163,167.91.

To re-state our position on this claim, we will pay you half of the full value of the material to be removed; we will pay half of the cost of removal of the material; we will pay six months interest, at the rate of 1 1/2 percent per month, for our share of the value of the rejected material. The rejected and removed material will become your property. In round figures, we will pay you $137,500.

In addition to this, you have coming approximately $23,000 for the material which was initially rejected but has subsequently been determined to be acceptable at a reduced value. This is the figure that Drew Whittle and Joe Schlieski discussed at the end of our last meeting. This amount has to be checked out by Schlieski, now that the final accepted quantities are known. He advises that he will pay you the difference between lots 1-8 final quantity figures and what he has already paid on the next estimate, which is submitted May 10th.

If you wish to settle your claim in the manner I have outlined, please advise. I can have a lump sum price agreement prepared for your signature. When you execute the agreement you can be paid in ten days or less.

W. E. Schwartz, P. E.
Assistant State Highway Engineer
for Operations

WES:sl

Att.

cc H. S. Coulter w/att.
R. D. Hector w/att.
C. O. Fredrickson w/att.
Joe Schlieski w/att.

SOUTH BAKER-DURKEE SECTION
Summary of Class "B" A.C. Mixture w/20% RAP

				REJECT		ACCEPT				
LOT	TONS	VALUE AT BID PRICE	"P" FACTOR	TONS	VALUE	TONS	VALUE AT BID PRICE	ADJ. "P" FACTOR	AMT. OF PRICE ADJ.	NET PAY
1	1,300.14	25,378.73	44.16	1,300.14	25,378.73					
2	2,097.30	40,939.30	35.53							
2.1	500			500	9,760.00	None				None
2.2	1,000					1,000	19,520.00	32.95	6,431.84	13,088.16
2.3										
2.4	597.3			597.30	11,659.30	None				None
3	2,334.8	45,575.30	15.42			2,334.8	45,575.30	15.42	7,027.71	38,547.59
4	2,500	48,800.00	18.59							
4.1	500					1,500	29,280.00	18.15	5,314.32	23,965.68
4.2	500									
4.3	500									
4.4	500			1,000	19,520.00	None				None
4.5	500									
5	1,457.1	28,442.59	7.53			1,457.1	28,442.59	7.53	2,141.73	26,300.86

SOUTH BAKER-DURKEE SECTION
Summary of Class "B" A.C. Mixture w/20% RAP

				REJECT		ACCEPT				
LOT	TONS	VALUE AT BID PRICE	"P" FACTOR	TONS	VALUE	TONS	VALUE AT BID PRICE	ADJ. "P" FACTOR	AMT. OF PRICE ADJ.	NET PAY
6	3,707.22	72,364.93	18.18							
6.1*	500									
6.2*	500									
6.3*	500					* 2,207.22	43,084.93	8.34	3,593.28	39,491.65
6.4	500									
6.5	500			1,500	29,280.00	None				None
6.6	500									
6.7	707.22									
7	2,786.12	54,385.06	55.07							
7.1	500					500	9,760.00	57.0	5,563.20	4,196.80
7.2	500									
7.3	500			2,286.12	44,625.06	None				None
7.4	500									
7.5	500									
7.6	286.12									

SOUTH BAKER-DURKEE SECTION
Summary of Class "B" A.C. Mixture w/20% RAP

				REJECT		ACCEPT				
LOT	TONS	VALUE AT BID PRICE	"P" FACTOR	TONS	VALUE	TONS	VALUE AT BID PRICE	ADJ. "P" FACTOR	AMT. OF PRICE ADJ.	NET PAY
8	3,271.85	63,866.51	67.75							
8.1	500									
8.2	500									
8.3	500			2,000	39,040.00	None				None
8.4	500									
8.5	500									
8.6	771.85					1,271.85	24,826.51	29.20	7,249.34	17,577.19
TOTALS:	19,551.83	381,651.72		9,183.56	179,263.09	10,270.97	200,489.33		37,321.42	163,167.91

April 26, 1984

CON

L. T. Contractors, Inc.
P.O. Box 4448
Sunriver, OR 97702

Asphalt Paving
South Baker Intch.-Durkee Section
Contract No. 9645

I have had several meetings and telephone conversations with representatives of your firm between October 11, 1983 and April 19, 1984 concerning the acceptance and/or rejection of several lots of asphaltic concrete on the above project. Under the terms of this contract, any lots of asphaltic concrete pavement with a "P" value of greater than 15 is to be either removed and replaced, corrected at the contractor's expense, or allowed to remain in place with an appropriate price adjustment. Asphaltic concrete pavement lots 1, 2, 3, 4, 6, 7 and 8 have a "P" value of greater than 15.

As discussed and presented to your representatives, asphaltic concrete pavement represented by lot 1 and sublots 2.1, 2.4, 4.4, 4.5, 6.4, 6.5, 6.6, 7.2, 7.3, 7.4, 7.5, 7.6, 8.1, 8.2, 8.3 and 8.4 are to be removed and replaced. Lot 3 and sublots 2.2, 2.3, 4.1, 4.2, 4.3, 6.1, 6.2, 6.3, 6.7, 7.1, 8.5 and 8.6 will be allowed to remain in place at an appropriate price reduction. In summary 9,183.56 tons of asphaltic concrete mixture in the above lots and sublots are rejected and must be removed and replaced and 10,270.97 tons of asphaltic concrete mixture represented by these lots and sublots will be allowed to remain in place at an appropriate price adjustment. A tabulation of the preceding data is attached.

Project Manager Joe Schlieski will assist you in locating the asphaltic concrete pavement to be removed.

W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

OBJ:mk sl

bc H. S. Coulter
C. O. Fredrickson
R. D. Hector w/att.
Joe Schlieski w/att.

April 3, 1984

L. T. Contractors, Inc.
P.O. Box 11249
755 NE Columbia Blvd.
Portland, OR 97211

CON

Asphalt Paving
S. Baker Intch.-Durkee Section
Contract No. 9645

We met with members of your firm on October 11, 1983 and at that time provided you with an itemized tabluation of lots and sublots acceptable and those that were rejected. Several meetings and telephone discussions followed, and on February 13 during telephone discussions with Mr. Tom Babler, I reaffirmed that the Division still expected your firm to remove and replace the rejected materials, or to offer a corrective method which could make these materials suitable for the purpose intended. I also indicated that the Division was doing some further materials testing to help us determine the degree and extent of unsuitable materials. This additional materials testing has been substantially completed and I met with Mr. Lloyd Babler on March 25 to review these data and your letter of March 1.

During this meeting I reaffirmed that certain lots of the A.C. paving were rejected and were to be removed and replaced and that certain other lots could remain in place at the appropriate price adjustment. Within lots of 1 through 8, the rejected material amounted to 9,089.73 tons and the material that could be accepted at a reduced price amounted to 10,270.97 tons. A lot by lot tabulation of these materials was given to Mr. Lloyd Babler and is also attached to this letter.

Mr. Babler indicated that he would review these data and respond in the near future.

W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

Att.

cc C. O. Fredrickson
R. D. Hector
J. Schlieski

OBJ:mk sl

734-3049X

OREGON STATE
HIGHWAY DIVISION

TABULATION SHEET
SHEET 1 OF 2 SHEETS

So. Baker - Durkee

Summary of Class "B" A.C. Mixture w/20% RAP

3-28-84

					REJECT		ACCEPT				
Lot	Tons	Value @ Bid Price	'P' Factor		Tons	Value	Tons	Value @ Bid Price	Adj. 'P' Factor	Amt. of Price Adj.	Net Pay
1	1,298.1	25,338.91	44.16		1,298.1	25,338.91					
2	2,000	39,040	35.53								
2.1	500				500	9760.00	None				None
2.2											
2.3	1000						1000	19520.00	25.23	4924.90	14,595.10
2.4	500				500	9760.00					
3	2,334.8	45,575.30	15.42				2,334.8	45,575.30	15.42	7,027.71	38,547.59
4	2,500	48,800.00	18.59								
4.1	500										
4.2	500						1500	29,280.00	18.15	5,314.32	23,965.68
4.3	500										
4.4	500										
4.5	500				1000	19520.00					
5	1457.1	28,442.59	7.53				1457.1	28,442.59	7.53	2,141.73	26,300.86
6	3,707.22	72,364.93	18.18								
6.1*	500										
6.2*	500										
6.3*	500						*2,207.22	43,084.93	8.34	3543.28	39,441.65
6.4	500										
6.5	500				1500	29,280.00					
6.6	500										
6.7*	707.22										

Form 734-3040X

OREGON STATE
HIGHWAY DIVISION

TABULATION SHEET
SHEET 2 OF 2 SHEETS

S. Baker - Durkee

Summary of Class "B" A.C. Mixture w/20% RAP

3-28-84

					REJECT		Accept				
Lot	Tons	Value @ Bid Price	"P" Factor		Tons	Value	Tons	Value @ Bid Price	Adj. "P" Factor	Am't. of Price Adj.	Net Pay
7.	2791.63	54,492.62	55.07								
.7.1	500						500	9760.00	29.10	2,840.16	6,919.84
7.2	500										
7.3	500										
7.3	500				2291.63	44,732.62					
7.4	500										
7.5	500										
7.6	291.63										
8	3,271.85	63,86651	67.75								
8.1	500										
8.2	500										
8.3	500				2,000	39,040.00					
8.4	500										
8.5	500										
8.6	771.85 [redacted]						1271.85	24,826.51	29.20	7249.34	17,577.17
Totals:	19,360.2	377,920.86			9089.73	177,431.53	10,270.97	200,489.33		33,091.44	167,397.89

LT CONTRACTORS, INC.
HIGHWAY DIVISION
P.O. Box 11249
Portland, Oregon 97211
(503) 283-1577

CORPORATE HEADQUARTERS:
P.O. Box 4448
Sunriver, Oregon 97702
(503) 593-8163

RECEIVED
STATE HWY ENGR

MAR 5 '84

REFER TO
Jackmond

FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

3/5
due
3/13

Advise what approp.
response should be
& r/d. WES

CERTIFIED MAIL - RETURN RECEIPT REQUESTED

March 1, 1984

EXPRESS MAIL

Joe Schlieski
Resident Engineer
Oregon State Highway Department
P.O. Box 850
LaGrande Oregon 97850

Re: South Baker Interchange - Durkee, Old Oregon Trial Highway, Baker County Contract 9645

Dear Mr. Schlieski:

Enclosed is L.T.'s request for an equitable adjustment in the contract price in the amount of $1,108,611.66. This request results from the State's attempts to compel L.T. Contractors to comply with defective mix design and specifications. We also request a 27-day extension of time resulting from the down time and the inefficiency which was caused by this problem. A detailed account of the down time is shown on Exhibit I.2 in the request for equitable adjustment.

We have previously supplied the State with substantial amounts of techincal data showing that the specifications and mix design which the State provided were totally incompatible with the grindings which the State provided as owner-furnished material. It was the State's responsibility to furnish L.T. a mix design which was compatible with the grindings. L.T. had no choice but to use the grindings in the roadway. The State impliedly warranted that use of the 20% reclaimed asphalt pavement would yield asphalt concrete within the specification requirements for asphalt and gradation so long as L.T. crushed the virgin material to the tolerances required by the specifications. In short, the State impliedly warranted that grindings from the reclaimed asphalt pavement (R.A.P.) would be of a quality which would allow the contractor to produce asphaltic concrete which complied with the specifications. In other words, the State warranted that the R.A.P. material obtained from the reclaimed paving during construction would be substantially similar in gradation to the gradation of the R.A.P. material from which the State designed the mix. This was not the case. In fact, the grindings varied significantly throughout the course of the project. One section of your own test shows that the minus 200 material from the grindings varied from 5.8% to 18%. The samples used from the cores to arrive at the mix design which the State furnished L.T. showed 8.4% and 7.5% in the minus 200 category. If the grindings L.T. encountered had remained this consistent, despite the unreasonable tightness of the specifications and the mix design, the specification might have been compatible with the grindings. Not only did the minus 200 category vary significantly throughout the project and also vary significantly from the mix design percentages derived from the original cores, but, the same problem occurred in all gradations from one-quarter minus to 200. In addition, the records show that the asphalt in the grindings also varied substantially throughout the project from the original core samples. The asphalt in the grindings also varied substantially from area to area within the project.

The foregoing problems, made it impossible for L.T. to vary its plant adjustments to compensate for the extreme variations in all categories of the mandatory grindings. In summary, these costs were incurred because the State failed to discharge its duty to provide L.T. a mix design which was compatible with the mandatory grindings and because the mandatory grindings were inadequate. Despite all of L.T. Contractors' efforts, the State has done nothing to cure this problem.

Even the most cursory review of the facts will show that the problem was alleviated when the State told L.T. to stop using the grindings. This is shown on Exhibits J.1 and J.2. These Exhibits are your tabulation sheets showing the penalty factors for the asphaltic concrete which L.T. placed. They show a marked difference in the penalty prior to the time that you told L.T. to eliminate the grindings from the mix. With one exception, the penalty values ranged from 15.42 to 67.75 when the mandatory grindings were used. Once the mandatory grindings were elimi-

---

nated, the penalties ranged, with one exception, from 7.65 to a bonus of 2. By the State's own calculations, the average penalty for all asphaltic concrete produced with the mandatory 20% R.A.P. grindings was 59.6%. The average penalty for all asphaltic concrete material produced using solely virgin material, without the mandatory 20% R.A.P. grindings, was 3.69%. Moreover, the penalty value on the first day, September 7, 1983, that L.T. stopped using mandatory 20% R.A.P. and switched to 100% virgin material was 20.60. Thereafter, the penalty factor dropped. The Second day, September 8, 1983, the penalty value was 7.65, and it continued to drop every day thereafter until L.T. was producing material for which it was awarded a bonus.

These simple facts, together with the substantial amount of technical and factual evidence which L.T. has given you, is enough to convince any reasonable person that your mix design was incompatible with the mandatory grindings and that the material was inadequate for the use intended.

Indeed, the State has acknowledged that its mix design was incompatible with the use of the grindings by telling L.T. to eliminate the use of the 20% R.A.P. grindings and to produce the AC using solely virgin material. L.T. produced and placed 33,000 tons of asphaltic concrete using 100% virgin crushed material after receiving this direction.

Despite all our efforts, the State has consistently refused to take any action to ameliorate the problem. In fact, the State has exacerbated the problem by wrongfully withholding substantial amounts (approximately $217,000) of L. T.'s money as penalties. Moreover, the State has suggested that L.T. remove, at L. T.'s own expense, the material which L.T. placed that contained the State's mandatory grindings. The State has not suggested that L.T. remove any material that did not contain grindings.

The State's intransigent attitude leads us to conclude that there is very little possibility of resolving this problem in the manner normally used by reasonable businessmen in the construction industry. During the course of this contract, we wrote you letters on several occasions, starting with the second day of production, informing you of the problem. We met with you on several occasions and made every effort to resolve this problem. It has still not been resolved. Accordingly, we will wait 14 days for you to offer to meet with us and make a good faith effort to resolve this problem. If we do not hear from you within that time period, we will reluctantly instruct our lawyers to file an action against the State of Oregon so that this matter can be resolved in litigation.

Very truly yours,

Thomas Babler
Project Manager

cc: Phillip Martinson, P.E.
Joseph A. Yazbeck, Jr., Counsel
Region
Construction

REQUEST FOR AN EQUITABLE ADJUSTMENT

Project: South Baker Interchange-Durkee
Owner: Oregon State Highway Department
Contract Number 9645
Contractor: L.T. Contractors, Inc.

29 February 1984

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EXHIBITS

A - CONTRACT PLANS & SPECIFICATIONS (NOT ATTACHED)
B - SCHEDULE
C - EQUIPMENT RATES
D - LABOR RATES
E - DAILY REPORTS & RECORDS (NOT ATTACHED)
F - PROJECT CORRESPONDENCE
G - AUDIT REPORT
H - CONTRACT UNIT PRICES & PAY ESTIMATE #5
I - TABULATION OF DAILY PRODUCTION
J - RECORDS ON REJECTED ASPHALT MIX

LEGEND

R - REFERENCE
J - JUDGMENT
D - DERIVED
E - ESTIMATE
TB - TOM BABLER
JH - JOHN HEELY
PM - PETE MOORE
PHM- PHIL MARTINSON
OSHD-OREGON STATE HIGHWAY DEPARTMENT

I. SYNOPSIS

A. Original Plan

As originally bid and agreed to in Oregon State Highway Department Contract No. 9645 (South Baker Interchange - Durkee) L.T. Contractors, Inc. (general contractor) was to perform certain items of work. The major items consisted of pavement removal, construction of an asphalt pavement base (Class B mix) using recycled material, construction of an asphalt wearing course (Class E mix) and aggregate shoulders [R-Exhibit A]. The total contract price for all items of work was $3,144,170.00 [R-Exhibit A].

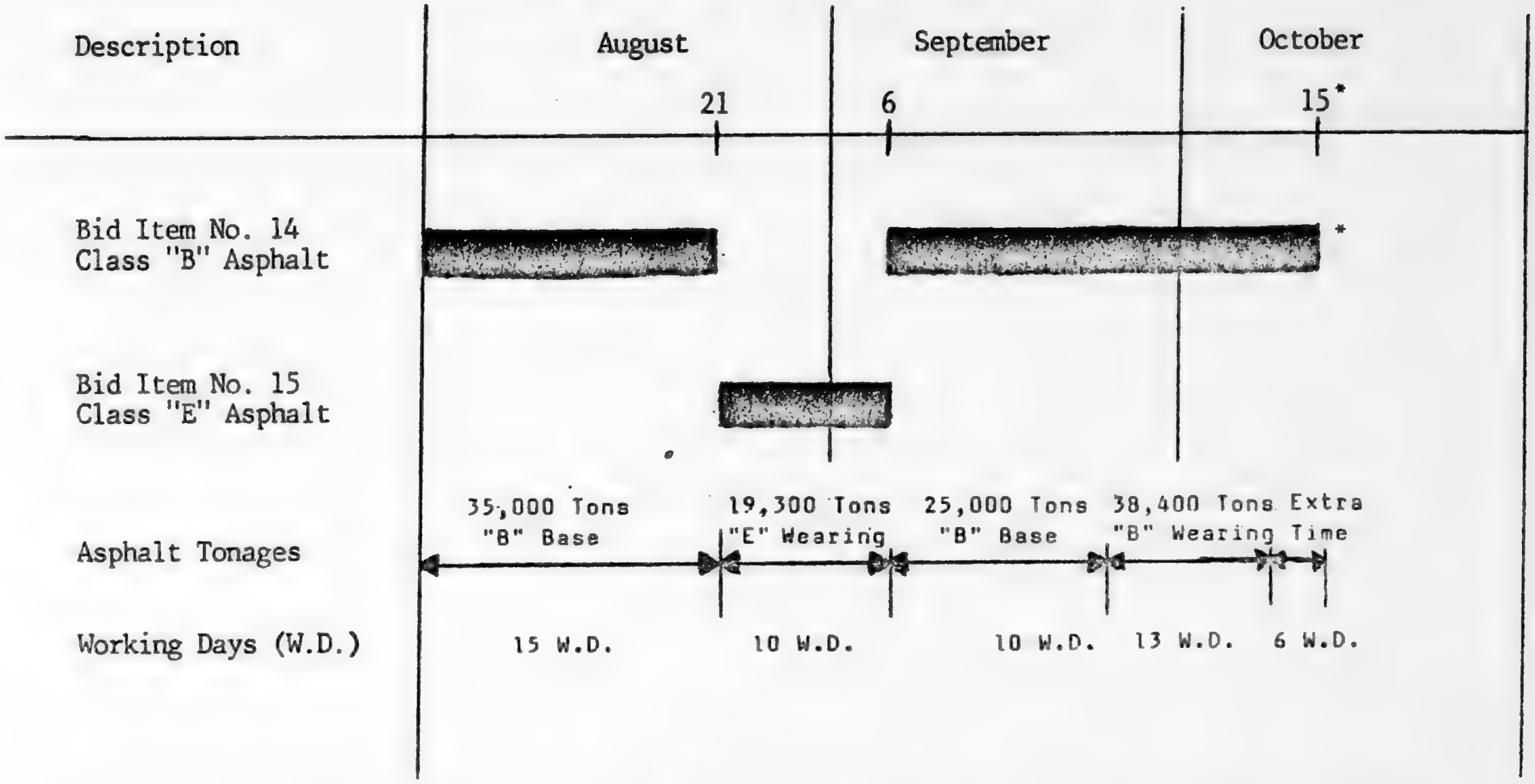
The contract documents required that the Class E asphalt wearing course and the seal coat be placed prior to August 31, 1983 (otherwise, the contractor would not be permitted to resume paving until June 1, 1984), and the Class B asphalt pavement base must be placed prior to September 30, 1983 (otherwise paving is not to be resumed until May 1, 1984) [R-Exhibit A]. For this reason L.T. Contractors, Inc. planned on completing the placement of the Class E mixture and seal coat prior to August 31, 1983, and completing the placing of the Class B mixture prior to September 30, 1983 [R-Exhibit B]. This in turn would have allowed L.T. Contractors, Inc. to complete all contract work prior to October 30, 1983 [R - PM, TB; Exhibit B].

Following is a summary of the paving portions of the contractor's project schedule [R - Exhibit B]:

Begin Paving: August 1, 1983
Duration: 54 working days
Minimum Production Rate: "B" Wearing Course = 3500 Tons/Day
Base Course = 3500 Tons/Day
"E" Wearing Course= 2500 Tons/Day
Startup Time = 3 Days
Touchup Time = 2 Days For Each Base Section And Wearing Course Section

Asphalt Tonages: Class "B" Base Course = 60,000 Tons
Class "B" Wearing Course = 38,400 Tons
Class "E" Wearing Course = 19,300 Tons

SUMMARY OF SCHEDULE [R-TB,PM,JH, & Exhibit B]



*Note: In accordance with the contract documents, conversation with the resident engineer, and based on the contractor's past experience, the contractor anticipated dry and warm weather through October 15th which would allow him to complete his paving work in 1983. In addition, the schedule is based on not working any Saturdays, includes 3 days startup, allows 8 days for touchup (2 days for each of the 4 courses), and 6 days of extra time [R-TB, PM].

B. Actual Performance

During the course of construction, the following events occurred which prevented L.T. Contractors, Inc. from performing the contract paving work according to their original schedule and bid:

1. L.T. Contractors was originally scheduled to begin their paving work on 1 August 1983 [R-Exhibit B]. They did not receive the mix design until 15 August 1983 [R-Exhibit E & F] and were therefore delayed 2 weeks in beginning their paving work [R-Exhibit E].

2. When the contractor began producing and placing the Class B mix (using virgin material plus a portion of recycled material), it was found that the mix design (which was provided by the OSHD) was inconsistent with the mandatory RAP material that was encountered on the site. In fact, the gradations and asphalt content of the RAP material grindings varied significantly from the samples that were used by the OSHD to formulate the original mix design. It was the State's responsibility to produce a mix design that took into account the nature of the material encountered from the grindings. The OSHD failed to discharge this responsibility. Upon investigation, it was discovered that the mix design was inconsistent with the mandatory RAP material. Thus L.T. Contractors was required to attempt to perform to a defective mix design. The Oregon State Highway Department then directed the contractor to suspend all paving "until specification AC mix can be produced or a revised mix design is obtained" [R-Exhibit F.5].

3. On 7 September 1983 the OSHD acknowledged the inadequacies of its mix design by allowing the contractor to continue their paving work using 100% virgin aggregate and asphalt material. The contractor was not allowed to use any of the State's RAP material because the RAP material was inconsistent with the mix design provided by the OSHD.

4. Due to the limitations on the dates that the "E-Mix" could be placed (prior to 31 August 1983), L.T. Contractors was forced to discontinue their paving work on 16 September 1983 since the next sequence of work that was to be performed was placement of the"E-Mix" [R-Exhibit B & E].

C. Added Costs

Due to the changes in the schedule and mix design, L.T. Contractors incurred additional costs. These added costs consisted of, but were not limited to, the following items:

1. Added equipment standby costs from 1 August 1983, (scheduled startup date) [R-Exhibit B] to 15 August 1983 (actual startup date) [R-Exhibit E].

2. Inefficiency costs which resulted from L.T. Contractors attempting to produce Class B mix using recycled material that was of poor quality and too inconsistent to meet the required specification.

3. Equipment shutdown costs which resulted from L.T. Contractors having to delay the paving work from the fall of 1983 until the spring and early summer of 1984.

4. Material escalation costs on the liquid asphalt.

5. Miscellaneous costs which resulted from the delays and mix design problems. These costs would include outside consultants, outside laboratory work, construction of bridge approaches for winter shutdown, and other extra costs.

6. Extended overhead costs which resulted from the delays and shutdowns of the paving work.

7. Costs for unpaid contract work which was performed but then rejected due to the mix being out of specification (which resulted from the poor quality RAP and tight statistical specifications).

8. Added finance costs because of reduced cash flow due to underpayment on completed work and lack of payments on paving work that was not completed.

II. ADDED STANDBY COSTS

Following is a list of the equipment standby hours and costs which resulted from delays associated with the original mix design (which had a tolerance that was too tight for the RAP material) and also the delays which occurred while the Oregon State Highway Department made a decision as to what the contractor should do:

Description The following pieces of equipment were committed to the job and stood idle.	Standby Rate (1/3) [R-Exhibit C]	Standby Hours [R-Exhibit I.2]	Cost
Blaw-Knox 220 Paver	50.98	136 Hours	$ 6,933.28
Clarko 851 Pick-up Machine	13.97	136 Hours	$ 1.899.92
Barber Greene SA 150 Paver	46.40	136 Hours	$ 6,310.40
CMI 851 Pick-up Machine	13.97	136 Hours	$ 1,899.92
Bros SP-6000B Roller	13.33	136 Hours	$ 1,812.88
Ingersoll-Rand DA 50 Roller	15.22	136 Hours	$ 2,069.92
Bomag BW 220AD Roller	18.72	136 Hours	$ 2,545.92
Distributor Truck With 4000 Gallon Trailer	31.68	136 Hours	$ 4,308.48
John Deere 301 A Power Broom	2.97	136 Hours	$ 403.92
Boeing 400 Asphalt Plant	208.95	136 Hours	$28,417.20
Stan Steel 936 Asphalt Plant (Partial)	128.61	136 Hours	$17,490.96
Cat 980 C Loader	39.30	136 Hours	$ 5,344.80
Cat 966 C Loader	23.83	136 Hours	$ 3,240.88
Champion 720 Blade	19.21	136 Hours	$ 2,612.56

Equipment Description	Standby Rate (1/3) [R-Exhibit C]	Standby Hours [R-Exhibit I.2]	Cost
Cat D-6D Dozer	22.37	136 Hours	$ 3,042.32
1500 Gallon Water Truck	6.85	136 Hours	$ 931.60
1 Ton Mechanic's Truck	7.25	136 Hours	$ 986.00
1/2 Ton Pickup	3.47	136 Hours	$ 471.92
3/4 Ton Pickup	3.57	136 Hours	$ 485.52
1 Ton Flatbed	3.97	136 Hours	$ 539.92
1 Ton Service Truck	7.25	136 Hours	$ 986.00
2000 Gallon Fuel Truck	7.15	136 Hours	$ 972.40
13,000 Diesel Tank	13.83	136 Hours	$ 1,880.88
TOTAL *			$ 95,587.60

TOTAL ADDED STANDBY COST = $ 95,587.60

*Note: Contract does not allow for markup on contractor's equipment.

III. ADDED INEFFICIENCY COSTS

L.T. Contractors incurred added equipment, labor and subcontractor costs as a result of attempting to produce Class B mix to a defective mix design. This caused the contractor and his subcontractors to operate inefficiently in attempting to meet a specification which was defective. This section covers the contractor's added inefficiency costs. We calculate the inefficiency by comparing the actual production tonage per day with the reasonable anticipated daily production from past experience.

A. Equipment Costs

Following is a summary of the contractor's equipment inefficiency costs:

Equipment Description	Equipment Rate [R-Exhibit C]	Inefficiency Equipment [R-Exhibit I.2]	Cost
Blaw-Knox 220 Paver	152.93	31.7 Hours	$ 4,847.88
Clarko 851 Pick-up Machine	41.90	31.7 Hours	$ 1,328.23
Barber Greene SA 150 Paver	139.20	31.7 Hours	$ 4,412.64
CMI 851 Pick-up Machine	41.90	31.7 Hours	$ 1,328.23
Bros SP-6000B Roller	40.00	31.7 Hours	$ 1,268.00
Ingersoll-Rand DA 50 Roller	45.65	31.7 Hours	$ 1,447.11
Bomag BW 220AD Roller	56.15	31.7 Hours	$ 1,779.96
Distributor Truck With 4,000 Gallon Trailer	95.05	31.7 Hours	$ 3,013.09
John Deere 301 A Power Broom	8.92	31.7 Hours	$ 282.76
Boeing 400 Asphalt Plant	626.85	31.7 Hours	$ 19,871.15

Stan Steel 936 Asphalt Plant (Partial)	385.83	31.7 Hours	$ 12,230.81
Cat 980 C Loader	117.90	31.7 Hours	$ 3,737.43
Cat 966 C Loader	71.50	31.7 Hours	$ 2,266.55
Champion 720 Blad	57.62	31.7 Hours	$ 1,826.55
Cat D-6D Dozer	67.10	31.7 Hours	$ 2,127.07
1500 Gallon Water Truck	20.55	31.7 Hours	$ 651.44
1 Ton Mechanic's Truck	21.75	31.7 Hours	$ 689.48
1/2 Ton Pickup	10.40	31.7 Hours	$ 329.68
3/4 Ton Pickup	10.70	31.7 Hours	$ 339.19
1 Ton Flatbed	11.92	31.7 Hours	$ 377.86
1 Ton Service Truck	21.75	31.7 Hours	$ 689.48
2,000 Gallon Fuel Truck	21.45	31.7 Hours	$ 679.97
13,000 Diesel Tank	41.50	31.7 Hours	$ 1,315.55
TOTAL*			$ 66,840.11

*Note: Contract does not allow for markup on contractor's equipment.

B. Added Labor Costs

Following is a summary of the contractor's added labor costs which resulted from the inefficiencies in attempting to meet the original defective mix design.

Average Crew Size:	
	7 Operators
	1 Driver
	5 Laborers
	1 Foreman

Labor Description	Labor Rate [R-Exhibit D]	Labor Hours [R-Exhibit I.2]	Cost
(7) Operators	24.31	(7) x 31.7	$ 5,394.39
(1) Driver	22.98	(1) x 31.7	$ 728.47
(5) Laborers	21.69	(5) x 31.7	$ 3,437.87
(1) Foreman	24.58	(1) x 31.7	$ 779.19
	Subtotal		$10,339 92
	Markup @ 20%		$ 2,067.98

TOTAL ADDED LABOR COST = $ 12,407.90

C. Added Subcontractor Inefficiency Costs

As a result of the defective mix design, L.T. Contractors' subcontractors incurred additional costs which were not anticipated by the original contract documents. The added subcontractor costs are as follows:

Duration [R - Exhibit I.2] = 31.7 Hours

Subcontractors: (18) Trucks [E - TB, PM]

Description	Rate	Duration	Cost
(18) Asphalt Trucks	$41.00 [E]	(18) 31.7 Hrs	$23,394.60

Subtotal	$23,394.60
15% markup on sub-contractor's costs	$ 3,509.19
TOTAL ADDED SUBCONTRACTOR INEFFICIENCY COSTS	$26,903.79

D. Summary

Following is the summary of L.T. Contractors added inefficiency costs:

Equipment Inefficiencies	[R-Page 10]	$66,840.11
Labor Inefficiencies	[R-Page 11]	$12,407.90
Subcontractor Inefficiencies	[R-Page 12]	$26,903.79

TOTAL ADDED SUBCONTRACTOR INEFFICIENCY COSTS = $106,151.80

IV. WINTER SHUTDOWN COSTS

The contractor was forced to suspend his paving operation in September of 1983 and could not proceed again until 1 May 1984 (due to the requirements and limitations of the contract). L.T. Contractors incurred additional winter shutdown costs on their asphalt plant and paving equipment [R-Exhibit A & E]. As originally scheduled and anticipated by the contract documents, L.T. Contractors expected to complete the paving on this project (OSHD South Baker Interchange - Durkee section) by 15 October 1983, and then complete their Sumpter Project by the first part ot November 1983 [R-TB, PM, Exhibit A & B]. Instead, L.T. Contractors was forced reschedule both projects (OSHD & Sumpter) so that the Sumpter Project was completed by the first part of October 1983 and reschedule the OSHD Project to be complete by the first part of June 1984 [R-TB, PM, Exhibit B, E, & F]. L.T. Contractors' paving equipment which normally would have worked during the months of October 1983 and April 1984 has had to (or is anticipated to) stand idle because the equipment cannot be moved from the immediate project site to other projects [R-TB,PM]. This is a total idle period of 2 months [R-Exhibit D]. The added costs are as follows:

Total Idle Equipment Duration = (2 Months) x (176 Hours/Month)

= 352 Hours

Equipment Description	Standby Rate [R-Exhibit C]	Standby Hours	Cost
Blaw-Knox 220 Paver	$50.98/Hour	352 Hours	$17,944.96
Clarko 851 Pick-up Machine	$13.97/Hour	352 Hours	$ 4,917.44
Barber Greene SA 120 Paver	$46.40/Hour	352 Hours	$16,332.80
CMI 851 Pick-up Machine	$13.97/Hour	352 Hours	$ 4,917.44
Bros SP-6000B Roller	$13.33/Hour	352 Hours	$ 4,692.16
Ingersoll-Rand DA 50 Roller	$15.22/Hour	352 Hours	$ 5,357.44
Bomag BW 220AD Roller	$18.72/Hour	352 Hours	$ 6,589.44
Distributor Truck With 4000 Gallon Trailer	$31.68/Hour	352 Hours	$11,151.36

John Deere 301 A Power Broom	$ 2.97/Hour	352 Hours	$ 1,045.44
Boeing 400 Asphalt Plant	$208.95/Hour	352 Hours	$73,550.40
Stan Steel 936 Asphalt Plant (Partial)	$128.61/Hour	352 Hours	$45,270.72
Cat 980 C Loader	$39.30/Hour	352 Hours	$13,833.60
Cat 966 C Loader	$23.83/Hour	352 Hours	$ 8,388.16
Champion 720 Blade	$19.21/Hour	352 Hours	$ 6,761.92
Cat D-6D Dozer	$22.37/Hour	352 Hours	$ 7,874.24
1500 Gallon Water Truck	$ 6.85/Hour	352 Hours	$ 2,411.20
1 Ton Mechanic's Truck	$ 7.25/Hour	352 Hours	$ 2,552.00
1/2 Ton Pickup	$ 3.47/Hour	352 Hours	$ 1,221.44
3/4 Ton Pickup	$ 3.57/Hour	352 Hours	$ 1,256.64
1 Ton Flatbed	$ 3.97/Hour	352 Hours	$ 1,397.44
1 Ton Service Truck	$ 7.25/Hour	352 Hours	$ 2,552.00
2000 Gallon Fuel Truck	$ 7.15/Hour	352 Hours	$ 2,516.80
13,000 Diesel Truck	$13.83/Hour	352 Hours	$ 4,868.16
		* TOTAL =	$247,403.20

TOTAL WINTER SHUTDOWN COSTS = $247,403.20

*Note: Contract does not allow for markup on contractor's equipment.

V. ADDED MATERIAL COSTS

Because the paving work was forced into a winter shutdown and the work that would have been completed in the fall was postponed until the spring, the contractor incurred additional material costs on his liquid asphalt. Rather than purchasing the liquid asphalt in the fall of 1983, the contractor will be purchasing the asphalt in the spring of 1984 [R-TB].

In addition, the contractor was forced to use 100% virgin asphalt mix rather than 80% virgin mix plus 20% RAP mix [R-Exhibit E]. This forced the contractor to incur additional costs on the virgin rock material that was incorporated in the mix (in lieu of RAP material), and additional costs to dispose of the 20% RAP portion of the asphalt mix. As originally planned, the contractor was expecting to transport the 20% RAP material back to the hot plant in trucks that had empty backhaul; instead, the contractor was forced to take an additional 20 minutes per load to dispose of the RAP material which should have gone into the mix. The added material costs are as follows:

A. Bid Item No. 16 (Asphalt Cement in Mixture)

Total amount in contract [R-Exhibit H.2]	6,560.00 tons
Total amount used to date from pay estimate #5 [R-Exhibit H.3]	= 2,528.74 tons
Net estimated volume of asphalt to be used in 1984	= 4,031.26 tons
Fall of 1983 asphalt price [R-TB]	= $ 164.80/ton
Spring of 1984 asphalt price [E-TB]	= $ 188.80/ton
Total cost increase	= (tons of liquid asphalt to be used in 1984) x (anticipated 1984 liquid asphalt price - original asphalt price)
	= (4,031.26 tons) x ($188.80 - $164.80)
Subtotal for Bid Item No. 16	= $ 96,750.24
15% Markup on material	= $ 14,512.54
Total for Bid Item No.16	= $111,262.78

B. Bid Item No. 18 (Emulsified Asphalt & Seal Coat)

Total emulsified asphalt in contract [R-Exhibit H.2] = 540 tons

Emulsified and seal coat used through pay estimate #5 = 0 tons

Remaining emulsified asphalt and seal coat to be placed in 1984 = 540 tons

Fall of 1983 emulsified asphalt price [R-TB] = $ 147.80

Spring of 1984 emulsified asphalt price [E-TB] = $ 165.80

Total cost increase = (tons of emulsified asphalt to be used in spring of 1984) x (anticipated 1984 emulsified asphalt price - original 1983 emulsified asphalt price)

= (540 tons) x ($165.80 - $147.80)

Subtotal of cost increase for Bid Item No. 18 = $9,720.00

15% markup on material = $1,458.00

Total for Bid Item No.18 = $11,178.00

C. Bid Item No. 20 (Asphalt & Tack Coat)

Total asphalt and tack coat on original contract [R-Exhibit H.2]	=	415.00 tons
Amount of asphalt in tack coat used through pay estimate #5 [R-Exhibit H.3]	=	80.10 tons
Net amount of asphalt and tack coat to be used in 1984	=	334.90 tons
Fall of 1983 asphalt price (for tack coat) [R-TB]	=	$ 147.80
Spring of 1984 asphalt price (to be used in tack coat) [E-TB]	=	$ 165.80/ton
Total cost increase	=	(tons of liquid asphalt to be used in spring of 1984) x (anticipated 1984 liquid asphalt price - original 1983 asphalt price)
	=	(334.90 tons) x ($165.80 - 147.80)
Subtotal for added cost on Bid Item No. 20	=	$ 6,028.80
15% markup for Bid Item No.20	=	$ 904.32
Total cost for Bid Item No.20	=	$6,933.12

D. ADDED MATERIAL COSTS (For Replacing 20% RAP material with virgin aggregate)

The contractor began using 100% virgin mix on 7 September 1983 (Lot No. 9).

Total tonage of virgin asphalt mix placed by the contractor [R-Exhibit J.2]: = 33,030.36 tons

Estimated tonage of additional virgin aggregate used = (total virgin mix) x (per cent RAP)
= (33,030.36 tons) x (20%)
= 6,666.07 tons

Estimated added cost of virgin aggregate = (tonage) x (unit price)
= (6,666.07 tons) x ($3.50/ton [R-TB])
= $ 23,121.25

TOTAL ADDED MATERIAL COST FOR VIRGIN AGGREGATE = $23,121.25

E. Added RAP Disposal Costs

Since the contractor had to produce 33,030.36 tons of asphalt mix [R-Exhibit J.2] using 100% virgin aggregate and none of the mandatory 20% RAP, the contractor incurred additional costs in disposing of the 20% RAP material. Normally, the 20% RAP material would return to the asphalt plant on a "free-haul" basis, since the trucks hauling the hot mix need to return to the plant anyway [R-TB]. Following is a summary of the added RAP disposal costs:

Added truck haul time for disposal [R-TB, Exhibit E]:	20 minutes/truck
Truck capacity [R-TB]:	19 tons/truck (capacity is reduced for RAP material)
Total tonage of RAP material disposed of [R-Exhibit J.2]:	(33,030.36 tons) x (20% RAP) = 6,606.07 tons of RAP
Total duration:	(6,606.07 tons) ÷ (19 tons/truck) x (20 minutes/truck)÷ (50 minutes/hour) = 139.1 hours

Description	Unit Cost	Duration	Cost
Asphalt Trucks	$41.00	139.1 Hours	$5,703.10

Subtotal	$ 5,703.10
Subcontractor's markup @ 15%	$ 855.47
TOTAL ADDED DISPOSAL COSTS	$ 6,558.57

F. SUMMARY

A.	Bid Item No.16	$ 111,262.78
B.	Bid Item No.18	$ 11,178.00
C.	Bid Item No.20	$ 6,933.12
D.	Virgin Aggregate	$ 23,121,25
E.	RAP Disposal	$ 6,558.57
TOTAL		$ 159,053.72

TOTAL ADDED MATERIAL COST = $ 159,053.72

VI. MISCELLANEOUS ADDED COSTS

As a result of the mix design problems and the poor quality of RAP material (variable gradation and asphalt content), the contractor incurred additional miscellaneous costs as follows:

1. The contractor hired outside consultants and laboratories to assist him in determining the cause of the asphalt mix problems and how to resolve them.
2. Construction of bridge approaches for a winter shutdown which was not originally anticipated from the contract documents or the schedules [R - Exhibit A & B].

The added costs are as follows:

A.	Laboratory Report by Petroleum Sciences, Inc.	$ 5,856.95
B.	Charter Flight cost to deliver new samples for a revised mix design on 30 August 1983 [R-TB]	$ 372.00
C.	Construction of bridge approaches for winter shutdown (equipment & labor) [E-PHM]	$ 6,000.00
D.	Summary Total	$12,228.95

TOTAL MISCELLANEOUS ADDED COST = $12,228.95

VII. EXTENDED OVERHEAD COSTS

A. Description: As a result of the delays to the paving work, the contractor incurred additional overhead expenses which were not anticipated from the contract documents and schedule [R-Exhibit A & B]. That is, the contract did not make an allowance for a winter shutdown, 31.7 hours of inefficiency and 136 hours of standby [R - Exhibit I.2], due to the defective mix design [R-Exhibit A & B]. For purposes of this analysis, only two months (61 calendar days) of extended overhead time will be used for the winter shutdown costs [J-PM]. Even though the contractor's equipment stood idle from October 1983 to April 1984 (anticipated), only October 1983 and April 1984 will be included (refer to section IV, page 14, of this analysis) [R-Exhibit E].

B. Daily Jobsite Overhead Cost: The contractor's daily jobsite overhead costs are as follows:

(1) Utilities	$ 100/Month
(1) Hot Plant Site Rental	800/Month
(1) Office Supplies	150/Month
(1) Jobsite Office (Baker Redi-Mix)	600/Month
(1) Project Manager (Sonny Walker)	4,000/Month
(1) Truck Superintendent (Bill Ferguson)	3,000/Month
(1) Hot Plant Superintendent (Jon Healy)	4,000/Month
(3) Pick-ups (Supervisory) @ $600/Each	1,800/Month
(½) Field Secretary	400/Month
(½) Field Office Manager	1,200/Month
(1) Phone	300/Month
MONTHLY JOBSITE OVERHEAD COST	$16,350.00

Daily Jobsite Overhead Cost = (Monthly Cost) ÷ (30.5 Days/Month)

= (16,350.00) ÷ (30.5 Days/Month)

= $ 536.07

DAILY JOBSITE OVERHEAD COST = $ 536.07

C. Daily G & A Overhead Cost:

L.T. Contractors, Inc.'s Total Construction Revenue for Fiscal Year 1981, 1982 & 1983 [R - Exhibit G]	$ 11,746,735.00
L.T. Contractors, Inc.'s Total General and Administrative Expenses for Fiscal Year 1981, 1982 & 1983 [R - Exhibit G]	$ 674,463.00
L.T. Contractors, Inc.'s Total Original Contract Revenue Amount for "Baker-Durkee" Project [R - Exhibit A]	$ 3,144,170.00

Estimated "Baker-Durkee" Project Overhead Cost =

$$\frac{\text{(L.T. Contractors 1981, 1982 \& 1983 G \& A Expenses)}}{\text{(L.T. Contractors 1981, 1982 \& 1983 Revenues)}} \times \text{(Baker-Durkee Contract Amount)}$$

$$= \frac{(\$674{,}463)}{(\$11{,}746{,}735)} \times (\$3{,}144{,}170)$$

$$= \$188{,}650.20$$

Total Estimated G & A Overhead Cost = $ 188,650.20

Original Scheduled Duration
[R - Exhibit B]
Start Up @ 18 July 1983
Completion @ 30 October 1983 = 105 Calendar Days

Daily G & A Overhead Cost = (G & A Overhead Cost for Project) ÷ (Original Scheduled Duration)
= ($ 188,650. 20)÷ (105 Days)
= $ 1,796.67

DAILY G & A OVERHEAD COST = $ 1,796.67

D. Extended Overhead Duration:

Following is a summary of the extended overhead duration on this project that resulted from the defective mix design problems:

Winter Shutdown (Equipment stood idle when it should have been working) October 1983 and April 1984 (anticipated) [R-Section IV., Page 14 and Exhibit E]:

(2 months) x (30.5 days/ month) = 61 days

Standby (paving equipment stood idle from 1 August 1983 to 13 August 1983 and from 29 August 1983 to 6 October 1983) [R-Exhibit E & I]:

= 22 days

Inefficiency (paving equipment operated inefficiently from 18 August 1983 to 27 August 1983 and had 31.7 hours of lost time based on a 12 hour work day) [R-Exhibit E & I]:

(31.7 Hours) ÷ (12 hours/working day)

= 2.6 working days = 3 calendar days = 3 days

TOTAL EXTENDED DURATION = 86 days

E. Extended Overhead Cost:

Extended Overhead Cost = (Extended Duration) x [(Daily Jobsite Overhead Cost) + (Daily G & A Overhead Cost)]

= (86 Days) x [($536.07) + ($1,796.67)]

= $ 200,615.64

EXTENDED OVERHEAD COST = $ 200,615.64

TOTAL EXTENDED OVERHEAD COST = $ 200,615.64

VIII. UNPAID CONTRACT WORK

Portions of the contractor's paving work were either rejected or penalized for having gradations and an asphalt content which was outside the allowable limits of the defective mix design [R-Exhibit J]. The asphalt mix that was rejected contained 20% RAP material [R-TB]; Exhibit E & J]. The asphalt mix that did not contain any RAP material (virgin mix) was not rejected [R-TB; Exhibit E & J]. The contractor's unpaid portions of his contract work are as follows:

Total value of asphalt mix and asphalt cement @ bid price [R-Exhibit J.2]	=	$	1,016,130.51
Total paid asphalt mix [R-Exhibit H.3]	=	$	<360,293.41>
Total paid asphalt cement [R-Exhibit H.3]	=	$	<432,414.54>
Net Total	=	$	223,422.56

NET UNPAID AMOUNT OF ASPHALT MIX AND ASPHALT CEMENT	=	$	223,422.56

IX. ADDED FINANCE COST

Following is the added finance cost on the contractor's unpaid work. The finance cost is calculated in accordance with Oregon Statute ORS 279.575, which allows 18% interest on payments wrongfully withheld. The finance costs are as follows:

Interest rate:	18% annually 1½% monthly
Amount of unpaid contract work:	$ 223,422.56
Original expected payment (30 days after completion of work):	25 October 1983
Anticipated actual payment:	25 March 1984
Anticipated interest duration (25 October 1983 to 25 March 1984):	5 months

Finance cost = (amount) x (interest rate) x (duration)
= ($223,422.56) x (1½%/month) x (5 months)
= $16,756.69

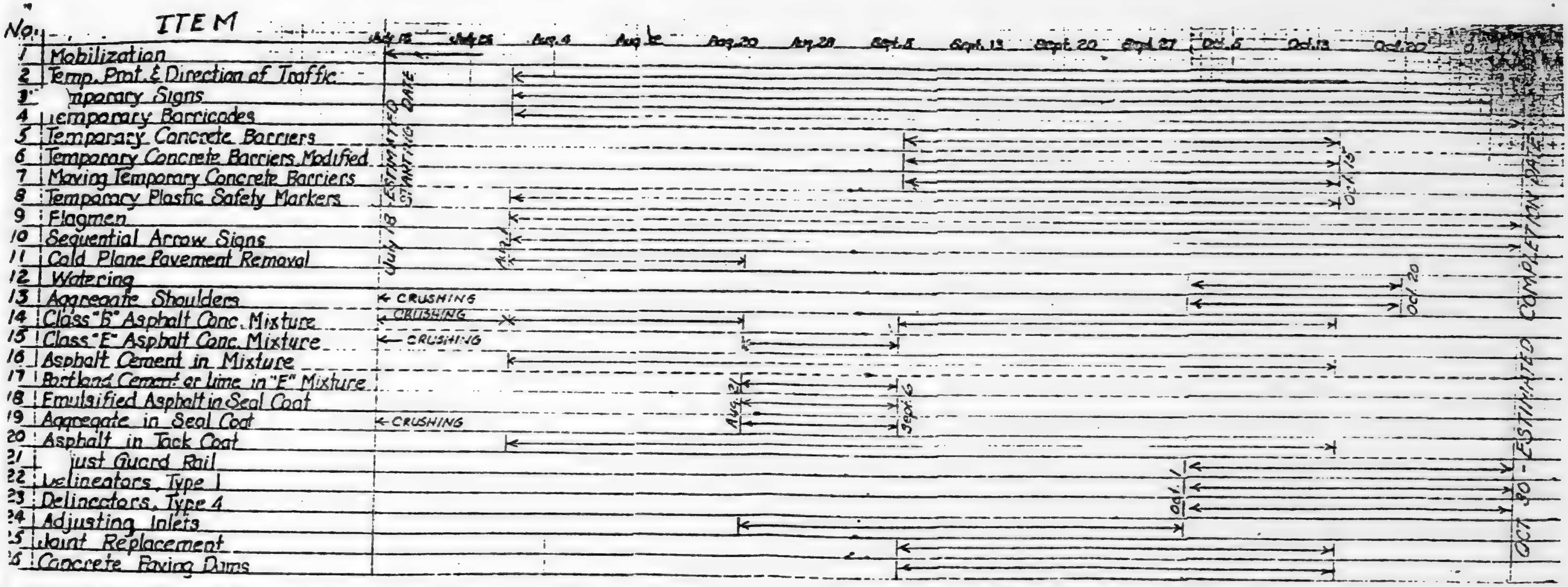
ADDED FINANCE COST	=	$16,756.69

X. SUMMARY

Following is a summary of the added costs that were incurred (or are to be incurred) by L.T. Contractors on the OSHD South Baker Interchange - Durkee Project. Any potential cost associated with the Oregon State Highway Department's suggestion for the contractor to remove the class "B" base asphalt mix (which was produced with a defective mix design) are not included in this analysis.

Added Standby Cost	$ 95,587.60
Added Inefficiency Cost	$ 153,543.30
Winter Shutdown Cost	$ 247,403.20
Added Material Cost	$ 159,053.72
Miscellaneous Added Cost	$ 12,228.95
Extended Overhead Cost	$ 200,615.64
Unpaid Contract Work	$ 223,422.56
Added Finance Costs	$ 16,756.69
Summary Total	$1,108,611.66

TOTAL AMOUNT OF REQUESTED EQUITABLE ADJUSTMENT
= $ 1,108,611.66



SOUTH BAKER INTERCHANGE - DURKEE SECTION CONTRACT NO. 9645 PROJECT NO. ______

CONSTRUCTION SCHEDULE

I. T. CONTRACTORS, INC. Date : June 21, 1983

Exhibit B

OREGON DEPARTMENT OF TRANSPORTATION

EQUIPME . RENTAL RATE DETERMINATIO.

HIGHWAY DIVISION

PROJECT NAME (SECTION) South Baker Interchange - Durkee	CONTRACT NO. 9645
CONTRACTOR L.T. Contractors Inc.	EXTRA WORK ORDER

MANUFACTURER Blaw Knox	MODEL PF220	SERIAL NO.	YEAR 19___	CAPACITY OR SIZE	HORSEPOWER 148

ENGINE(S): ☐ Gasoline ☑ Diesel TRANSMISSION: ☐ Direct Drive ☐ Power Shift ☐ Torque Drive

SECTION & PAGE	CODE		Over 40 Hrs. Weekly Rate	1st 40 Hrs. Daily Rate	Operating Cost/Hour
5-34		TYPE I.D. NUMBER Paver	5085^{00}	1525^{00}	25^{80}
		ATTACHMENTS			
TOTALS (Standby Rate = $\$152^{93} \div 3 = 50^{98}$/HR)			A Weekly 5085^{00}	B Daily 1525^{00}	C Hour 25^{80}
HOURLY RENTAL RATE(S) (A + 40) + C And/Or (B + 8) + C			152^{93} /Hr.	216^{43} /Hr.	⇦

MANUFACTURER CMI	MODEL 851	SERIAL NO.	YEAR 19___	CAPACITY OR SIZE	HORSEPOWER 125

ENGINE(S): ☐ Gasoline ☑ Diesel TRANSMISSION: ☐ Direct Drive ☐ Power Shift ☐ Torque Drive

5-41		TYPE I.D. NUMBER Clarko Asphalt Pick-up Machine	1370^{00}	395^{00}	7^{65}
		ATTACHMENTS			
TOTALS (Standby Rate = $\$41^{90} \div 3 = 13^{97}$/HR)			A Weekly 1370^{00}	B Daily 395^{00}	C Hour 7^{65}
HOURLY RENTAL RATE(S) (A + 40) + C And/Or (B + 8) + C			41^{90} /Hr.	57^{03} /Hr.	⇦

MANUFACTURER Barber Greene	MODEL SA 150	SERIAL NO.	YEAR 19___	CAPACITY OR SIZE	HORSEPOWER 130

ENGINE(S): ☐ Gasoline ☒ Diesel TRANSMISSION: ☐ Direct Drive ☐ Power Shift ☐ Torque Drive

5-33		TYPE I.D. NUMBER Paver	4690^{00}	1405^{00}	21^{95}
		ATTACHMENTS			
TOTALS (Standby Rate = $\$139^{20} \div 3 = 46^{40}$/HR)			A Weekly 4690^{00}	B Daily 1405^{00}	C Hour 21^{95}
HOURLY RENTAL RATE(S) (A + 40) + C And/Or (B ÷ 8) + C			139^{20} /Hr.	197^{58} /Hr.	⇦

FOR EQUIPMENT NOT LISTED IN BLUE BOOK

INVESTED CAPITAL $ __________ REPLACEMENT COST $ __________

Remarks:

SUBMITTED BY DATE	REVIEWED BY DATE	APPROVED BY DATE

734-1661 (1-81)

[Exhibit C.1]

EQUIPMENT RENTAL RATE DETERMINATION

HIGHWAY DIVISION

PROJECT NAME (SECTION) South Baker Interchange - Durkee	CONTRACT NO. 9645
CONTRACTOR L.T. Contractors Inc.	EXTRA WORK ORDER

MANUFACTURER	MODEL	SERIAL NO.	YEAR 19__	CAPACITY OR SIZE	HORSEPOWER
Bomag	PW220AD				150.0

ENGINE(S): ☐ Gasoline ☒ Diesel TRANSMISSION: ☐ Direct Drive ☐ Power Shift ☐ Torque Drive

SECTION & PAGE	CODE		Over 40 Hrs. Weekly Rate	1st 40 Hrs. Daily Rate	Operating Cost/Hour
6-68		TYPE I.D. NUMBER Vibratory Roller	1870^{00}	620^{00}	9^{40}
		ATTACHMENTS			
TOTALS		(Standby Rate = $\$56^{15} \div 3 = 18^{72}$/HR)	A Weekly 1870^{00}	B Daily 620^{00}	C Hour 9^{40}
HOURLY RENTAL RATE(S)		(A ÷ 40) + C And/Or (B ÷ 8) + C	56^{15} /Hr.	86^{90} /Hr.	⇦

MANUFACTURER	MODEL	SERIAL NO.	YEAR 19 63	CAPACITY OR SIZE	HORSEPOWER
Freightliner					280

ENGINE(S): ☐ Gasoline ☒ Diesel TRANSMISSION: ☒ Direct Drive ☐ Power Shift ☐ Torque Drive

5-27		TYPE I.D. NUMBER 1000 Gallon Distributor	720^{00}	210^{00}	2^{15}
20-35		ATTACHMENTS 6 x 4 60,000 GVW Tractor	885^{00}	220^{00}	14^{00}
5-28	[E]	with 4000 Gallon Trailor	1295^{00}	390^{00}	6^{40}
TOTALS		(Standby rate = $\$95^{05} \div 3 = 31^{68}$/HR)	A Weekly 2900^{00}	B Daily 820^{00}	C Hour 22^{55}
HOURLY RENTAL RATE(S)		(A ÷ 40) + C And/Or (B ÷ 8) + C	95^{05} /Hr.	125^{05} /Hr.	⇦

MANUFACTURER	MODEL	SERIAL NO.	YEAR 19__	CAPACITY OR SIZE	HORSEPOWER
John Deere	301 A				43

ENGINE(S): ☐ Gasoline ☒ Diesel TRANSMISSION: ☐ Direct Drive ☐ Power Shift ☐ Torque Drive

9-103		TYPE I.D. NUMBER Wheel Tractor	160^{00}	49^{50}	4^{30}
9-110		ATTACHMENTS Sweepster Broom - Hydraulic	22^{75}	7^{10}	05
TOTALS		(Standby Rate = $\$8^{92} \div 3 = 2^{97}$/HR)	A Weekly 182^{75}	B Daily 56^{60}	C Hour 4^{35}
HOURLY RENTAL RATE(S)		(A ÷ 40) + C And/Or (B ÷ 8) + C	8^{92} /Hr.	11^{43} /Hr.	⇦

FOR EQUIPMENT NOT LISTED IN BLUE BOOK

INVESTED CAPITAL $ ____________ REPLACEMENT COST $ ____________

Remarks:

SUBMITTED BY DATE	REVIEWED BY DATE	APPROVED BY DATE

734-1661 (1-81)

[Exhibit C.2]

OREGON DEPARTMENT OF TRANSPORTATION

EQUIPMENT RENTAL RATE DETERMINATION

HIGHWAY DIVISION

PROJECT NAME (SECTION) South Baker Interchange – Durkee	CONTRACT NO. 9645
CONTRACTOR L.T. Contractors, Inc.	EXTRA WORK ORDER

MANUFACTURER	MODEL	SERIAL NO.	YEAR 19__	CAPACITY OR SIZE	HORSEPOWER
CMI	851				125

ENGINE(S): ☐ Gasoline ☒ Diesel TRANSMISSION: ☐ Direct Drive ☐ Power Shift ☐ Torque Drive

SECTION & PAGE	CODE		Over 40 Hrs. Weekly Rate	1st 40 Hrs. Daily Rate	Operating Cost/Hour
5-41		TYPE I.D. NUMBER Clarko Asphalt Pick-up Machine	1370^{00}	395^{00}	7^{65}
		ATTACHMENTS			
TOTALS		(Standby Rate = $\$41^{90} \div 3 = 13^{97}$/HR)	A Weekly 1370^{00}	B Daily 395^{00}	C Hour 7^{65}
HOURLY RENTAL RATE(S)		(A ÷ 40) + C And/Or (B ÷ 8) + C	41^{90} /Hr.	57^{03} /Hr.	⇐

MANUFACTURER	MODEL	SERIAL NO.	YEAR 19__	CAPACITY OR SIZE	HORSEPOWER
Bros	SP-6000B				97

ENGINE(S): ☐ Gasoline ☒ Diesel TRANSMISSION: ☐ Direct Drive ☐ Power Shift ☐ Torque Drive

6-24		TYPE I.D. NUMBER Rubber-tired Roller	1370^{00}	450^{00}	5^{75}
		ATTACHMENTS			
TOTALS		(Standby Rate = $\$40^{00} \div 3 = 13^{33}$/HR)	A Weekly 1370^{00}	B Daily 450^{00}	C Hour 5^{75}
HOURLY RENTAL RATE(S)		(A ÷ 40) + C And/Or (B ÷ 8) + C	40^{00} /Hr.	62^{00} /Hr.	⇐

MANUFACTURER	MODEL	SERIAL NO.	YEAR 19__	CAPACITY OR SIZE	HORSEPOWER
Ingersoll-Rand	DA 50				104

ENGINE(S): ☐ Gasoline ☒ Diesel TRANSMISSION: ☐ Direct Drive ☐ Power Shift ☐ Torque Drive

6-71		TYPE I.D. NUMBER Smooth-Drum Roller	1540^{00}	510^{00}	7^{15}
		ATTACHMENTS			
TOTALS		(Standby Rate = $\$45^{65} \div 3 = 15^{22}$/HR)	A Weekly 1540^{00}	B Daily 510^{00}	C Hour 7^{15}
HOURLY RENTAL RATE(S)		(A ÷ 40) + C And/Or (B ÷ 8) + C	45^{65} /Hr.	70^{90} /Hr.	⇐

FOR EQUIPMENT NOT LISTED IN BLUE BOOK

INVESTED CAPITAL $ ____________ REPLACEMENT COST $ ____________

Remarks:

SUBMITTED BY	DATE	REVIEWED BY	DATE	APPROVED BY	DATE

734-1601 (1-81)

[Exhibit C.3]

OREGON DEPARTMENT OF TRANSPORTATION

EQUIPMENT RENTAL RATE DETERMINATION

HIGHWAY DIVISION

PROJECT NAME (SECTION) South Baker Interchange - Durkee	CONTRACT NO 9645
CONTRACTOR L.T. Contractors, Inc.	EXTRA WORK ORDER

MANUFACTURER CAT	MODEL 980 C	SERIAL NO.	YEAR 19___	CAPACITY OR SIZE	HORSEPOWER 260

ENGINE(S): ☐ Gasoline ☒ Diesel TRANSMISSION: ☐ Direct Drive ☐ Power Shift ☐ Torque Drive

SECTION & PAGE	CODE		Over 40 Hrs. Weekly Rate	1st 40 Hrs. Daily Rate	Operating Cost/Hour
9-50		TYPE Loader I.D. NUMBER	3,390^{00}	1,050^{00}	33^{15}
		ATTACHMENTS			
TOTALS (Standby Rate = \$117^{90} ÷ 3 = 39^{30}/hr)			A Weekly 3,390^{00}	B Daily 1050^{00}	C Hour 33^{15}
HOURLY RENTAL RATE(S) (A + 40) + C And/Or (B + 8) + C			117^{90} /Hr.	164^{40} /Hr.	⇦

MANUEACTURER CAT	MODEL 966 C	SERIAL NO.	YEAR 19___	CAPACITY OR SIZE	HORSEPOWER 170

ENGINE(S): ☐ Gasoline ☒ Diesel TRANSMISSION: ☐ Direct Drive ☐ Power Shift ☐ Torque Drive

9-50		TYPE Loader I.D. NUMBER	2,030^{00}	630^{00}	20^{75}
		ATTACHMENTS			
TOTALS (standby Rate = \$71^{50} ÷ 3 = 23^{83}/HR)			A Weekly 2,030^{00}	B Daily 630^{00}	C Hour 20^{75}
HOURLY RENTAL RATE(S) (A + 40) + C And/Or (B + 8) + C			71^{50} /Hr.	99^{50} /Hr.	⇦

MANUFACTURER Champion	MODEL 720	SERIAL NO.	YEAR 19___	CAPACITY OR SIZE	HORSEPOWER 148

ENGINE(S): ☐ Gasoline ☒ Diesel TRANSMISSION: ☒ Direct Drive ☐ Power Shift ☐ Torque Drive

9-8		TYPE Blade I.D. NUMBER	1,755^{00}	545^{00}	13^{75}
		ATTACHMENTS			
TOTALS (Standby Rate = \$57^{62} ÷ 3 = 19^{21}/HR)			A Weekly 1,755^{00}	B Daily 545^{00}	C Hour 13^{75}
HOURLY RENTAL RATE(S) (A + 40) + C And/Or (B + 8) + C			57^{62} /Hr.	81^{87} /Hr.	⇦

FOR EQUIPMENT NOT LISTED IN BLUE BOOK

INVESTED CAPITAL \$__________ REPLACEMENT COST \$__________

Remarks:

SUBMITTED BY DATE	REVIEWED BY DATE	APPROVED BY DATE

734-1861 (1-81)

[Exhibit C.4]

OREGON DEPARTMENT OF TRANSPORTATION

HIGHWAY DIVISION

EQUIPMENT RENTAL RATE DETERMINATION

PROJECT NAME (SECTION) South Baker Interchange - Durkee	CONTRACT NO. 9645
CONTRACTOR L.T. Contractors, Inc	EXTRA WORK ORDER

MANUFACTURER Cat	MODEL D-60	SERIAL NO.	YEAR 19__	CAPACITY OR SIZE	HORSEPOWER

ENGINE(S): ☐ Gasoline ☒ Diesel TRANSMISSION: ☐ Direct Drive ☐ Power Shift ☐ Torque Drive

SECTION & PAGE	CODE		Over 40 Hrs. Weekly Rate	1st 40 Hrs. Daily Rate	Operating Cost/Hour
9-92		TYPE Dozer I.D. NUMBER	$2{,}070^{00}$	640^{00}	15^{35}
		ATTACHMENTS			
TOTALS		(standby Rate = $\$67^{10} \div 3 = 22^{37}$/HR)	A Weekly 2070^{00}	B Daily 640^{00}	C Hour 15^{35}
HOURLY RENTAL RATE(S)		(A ÷ 40) + C And/Or (B ÷ 8) + C	67^{10} /Hr.	95^{35} /Hr.	⇦

MANUFACTURER International	MODEL	SERIAL NO.	YEAR 19__	CAPACITY OR SIZE	HORSEPOWER 190

ENGINE(S): ☐ Gasoline ☒ Diesel TRANSMISSION: ☐ Direct Drive ☐ Power Shift ☐ Torque Drive

20-38		TYPE 1500 Gallon Water Truck I.D. NUMBER	400^{00}	100^{00}	10^{55}
		ATTACHMENTS			
TOTALS		(standby Rate = $\$20^{55} \div 3 = 6^{85}$/HR)	A Weekly 400^{00}	B Daily 100^{00}	C Hour 10^{55}
HOURLY RENTAL RATE(S)		(A ÷ 40) + C And/Or (B ÷ 8) + C	20^{55} /Hr.	23^{05} /Hr.	⇦

MANUFACTURER Ford	MODEL 1 Ton	SERIAL NO.	YEAR 19__	CAPACITY OR SIZE	HORSEPOWER

ENGINE(S): ☐ Gasoline ☐ Diesel TRANSMISSION: ☐ Direct Drive ☐ Power Shift ☐ Torque Drive

20-40		TYPE Mechanics Truck +Bed I.D. NUMBER	270^{00}	67^{50}	15^{00}
+[E]		ATTACHMENTS			
TOTALS		(standby Rate = $\$21^{75} \div 3 = 7^{25}$/HR)	A Weekly 270^{00}	B Daily 67^{50}	C Hour 15^{00}
HOURLY RENTAL RATE(S)		(A ÷ 40) + C And/Or (B ÷ 8) + C	21^{75} /Hr.	23^{44} /Hr.	⇦

FOR EQUIPMENT NOT LISTED IN BLUE BOOK

INVESTED CAPITAL $ ____________ REPLACEMENT COST $ ____________

Remarks:

SUBMITTED BY DATE	REVIEWED BY DATE	APPROVED BY DATE

734-1861 (1-81)

[Exhibit C.5]

EQUIPMENT RENTAL RATE DETERMINATION

HIGHWAY DIVISION

PROJECT NAME (SECTION) South Baker Interchange - Durkee	CONTRACT NO. 9645
CONTRACTOR L.T. Contractors, Inc	EXTRA WORK ORDER

MANUFACTURER Ford	MODEL 1/2 Ton	SERIAL NO.	YEAR 19__	CAPACITY OR SIZE	HORSEPOWER 130

ENGINE(S): ☒ Gasoline ☐ Diesel TRANSMISSION: ☒ Direct Drive ☐ Power Shift ☐ Torque Drive

SECTION & PAGE	CODE		Over 40 Hrs. Weekly Rate	1st 40 Hrs. Daily Rate	Operating Cost/Hour
20-40		TYPE I.D. NUMBER 4x4 Pick Up	140^{00}	34^{50}	6^{90}
		ATTACHMENTS			
TOTALS		(Standby Rate = $\$10^{40}$ ÷ 3 = 3^{47}/HR)	A Weekly 140^{00}	E Daily 34^{50}	C Hour 6^{90}
HOURLY RENTAL RATE(S)		(A + 40) + C And/Or (B + 8) + C	10^{40} /Hr.	11^{21} /Hr.	⇦

MANUEACTURER Ford	MODEL 3/4 Ton	SERIAL NO.	YEAR 19__	CAPACITY OR SIZE	HORSEPOWER 130

ENGINE(S): ☒ Gasoline ☐ Diesel TRANSMISSION: ☒ Direct Drive ☐ Power Shift ☐ Torque Drive

20-40		TYPE I.D. NUMBER 4x4 Pick up	150^{00}	37^{25}	6^{95}
		ATTACHMENTS			
TOTALS		(Standby Rate = $\$10^{70}$ ÷ 3 = 3^{57}/HR)	A Weekly 150^{00}	B Daily 37^{25}	C Hour 6^{95}
HOURLY RENTAL RATE(S)		(A + 40) + C And/Or (B + 8) + C	10^{70} /Hr.	11^{60} /Hr.	⇦

MANUFACTURER Ford	MODEL 1 Ton	SERIAL NO.	YEAR 19__	CAPACITY OR SIZE	HORSEPOWER 165

ENGINE(S): ☒ Gasoline ☐ Diesel TRANSMISSION: ☐ Direct Drive ☐ Power Shift ☐ Torque Drive

20-40		TYPE I.D. NUMBER 4x2 Flatbed	135^{00}	33^{75}	8^{55}
		ATTACHMENTS			
TOTALS		(Standby Rate = $\$11^{92}$ ÷ 3 = 3^{97}/HR)	A Weekly 135^{00}	B Daily 33^{75}	C Hour 8^{55}
HOURLY RENTAL RATE(S)		(A + 40) + C And/Or (B + 8) + C	11^{92} /Hr.	12^{76} /Hr.	⇦

FOR EQUIPMENT NOT LISTED IN BLUE BOOK

INVESTED CAPITAL $ ________ REPLACEMENT COST $ ________

Remarks:

SUBMITTED BY DATE	REVIEWED BY DATE	APPROVED BY DATE

734-1861 (1-81)

[Exhibit C.6]

EQUIPMENT RENTAL RATE DETERMINATION

HIGHWAY DIVISION

PROJECT NAME (SECTION) South Baker Interchange - Durkee	CONTRACT NO 9645
CONTRACTOR L.T. Contractors, Inc	EXTRA WORK ORDER

MANUFACTURER Ford	MODEL 1 Ton	SERIAL NO.	YEAR 19___	CAPACITY OR SIZE	HORSEPOWER

ENGINE(S): ☐ Gasoline ☐ Diesel TRANSMISSION: ☐ Direct Drive ☐ Power Shift ☐ Torque Drive

SECTION & PAGE	CODE		Over 40 Hrs. Weekly Rate	1st 40 Hrs. Daily Rate	Operating Cost/Hour
20-40	[E]	TYPE I.D. NUMBER Service Truck	270^{00}	67^{50}	15^{00}
		ATTACHMENTS			
TOTALS		(Standby Rate = $\$21^{75} \div 3 = 7^{25}/HR$)	A Weekly 270^{00}	B Daily 67^{50}	C Hour 15^{00}
HOURLY RENTAL RATE(S)		(A ÷ 40) + C And/Or (B ÷ 8) + C	21^{75} /Hr.	23^{44} /Hr.	⇦

MANUFACTURER Ford	MODEL	SERIAL NO.	YEAR 19___	CAPACITY OR SIZE	HORSEPOWER

ENGINE(S): ☐ Gasoline ☐ Diesel TRANSMISSION: ☐ Direct Drive ☐ Power Shift ☐ Torque Drive

20-38		TYPE I.D. NUMBER 2000 Gallon Fuel Truck	430^{00}	110^{00}	10^{70}
		ATTACHMENTS			
TOTALS		(Standby Rate = $\$21^{45} \div 3^{0} = 7^{15}/HR$)	A Weekly 430^{00}	B Daily 110^{00}	C Hour 10^{70}
HOURLY RENTAL RATE(S)		(A ÷ 40) + C And/Or (B ÷ 8) + C	21^{45} /Hr.	24^{45} /Hr.	⇦

MANUFACTURER	MODEL	SERIAL NO.	YEAR 19___	CAPACITY OR SIZE	HORSEPOWER

ENGINE(S): ☐ Gasoline ☐ Diesel TRANSMISSION: ☐ Direct Drive ☐ Power Shift ☐ Torque Drive

19-15+		TYPE I.D. NUMBER 13,000 Gallon Diesel Tank	1200^{00}	350^{00}	11^{50}
[E]		ATTACHMENTS w/Trailer			
TOTALS		(Standby Rate = $\$41^{50} \div 3 = 13^{83}/HR$)	A Weekly 1200^{00}	B Daily 350^{00}	C Hour 11^{50}
HOURLY RENTAL RATE(S)		(A ÷ 40) + C And/Or (B ÷ 8) + C	41^{50} /Hr.	55^{25} /Hr.	⇦

FOR EQUIPMENT NOT LISTED IN BLUE BOOK

INVESTED CAPITAL $__________ REPLACEMENT COST $__________

Remarks:

SUBMITTED BY DATE	REVIEWED BY DATE	APPROVED BY DATE

734-1861 (1-81)

[Exhibit C.7]

HIGHWAY DIVISION

EQUIPMEN RENTAL RATE DETERMINATION

PROJECT NAME (SECTION): South Baker Interchange - Durkee
CONTRACT NO.: 9645
CONTRACTOR: L.T. Contractors, Inc.
EXTRA WORK ORDER:
MANUFACTURER: Boeing
MODEL: 400
SERIAL NO.:
YEAR 19__
CAPACITY OR SIZE: 400 Ton/HR
HORSEPOWER:
ENGINE(S): ☐ Gasoline ☐ Diesel
TRANSMISSION: ☒ Direct Drive ☐ Power Shift ☐ Torque Drive

SECTION & PAGE	CODE		Over 40 Hrs. Weekly Rate	1st 40 Hrs. Daily Rate	Operating Cost/Hour
5-16	[E]	TYPE I.D. NUMBER Boeing Mixer 9' x 37' Drum	5375^{00}	1615^{00}	28^{15}
5-8	[E]	ATTACHMENTS 4-Bin Cold Feeder + 30" Belt	2135^{00}	645^{00}	8^{85}
5-10	[E]	30" x 50' Conveyor	510^{00}	155^{00}	2^{20}
[E-JH+	PHM]	36" x 70' Slat Conveyor	1635^{00}	490^{00}	4^{00}
5-22	[E]	100 Ton Silo w/scales + Batcher	1690^{00}	510^{00}	6^{40}
5-22	[E]	100 Ton Silo w/scales + Batcher	1690^{00}	510^{00}	6^{40}
5-18	[E]	Boeing Wet Scrubber x 400 HP	2490^{00}	750^{00}	9^{75}
[E-JH+	PHM]	20,000 Gal. Diesel Tank	1615^{00}	485^{00}	6^{20}
5-19	[E]	20,000 Gal. Asphalt Tank	1615^{00}	485^{00}	6^{20}
5-19	[E]	30,000 Gal. Asphalt Tank	1830^{00}	550^{00}	7^{05}
3-9		Air Compressor 10 HP (50 CFM)	160^{00}	47^{50}	4^{90}
[E-JH	+PHM]	Parts Van	100^{00}	33^{00}	.50
19-13	[E]	Hardy Scale House	40^{00}	10^{00}	.35
22-40		60 Ton Scale	485^{00}	150^{00}	1^{65}
			$21,370^{00}$	$6,435^{50}$	92^{60}
		(Standby Rate = \#626^{85} ÷ 3 = 208^{95}/HR)			
HOURLY RENTAL RATE(S)		(A + 40) + C And/Or (B + 8) + C	626^{85} /Hr.	897^{04} /Hr.	⇦

FOR EQUIPMENT NOT LISTED IN BLUE BOOK
INVESTED CAPITAL $ ____________ REPLACEMENT COST $ ____________

Remarks:

SUBMITTED BY	DATE	REVIEWED BY	DATE	APPROVED BY	DATE

734-1861 (1-81)

[Exhibit C.8]

OREGON DEPARTMENT OF TRANSPORTATION

EQUIPMENT RENTAL RATE DETERMINATIO

HIGHWAY DIVISION

PROJECT NAME (SECTION) South BAKER Interchange - Durkee

CONTRACT NO. 9645

CONTRACTOR L.T. Contractors, Inc

EXTRA WORK ORDER

MANUFACTURER Stan Steel

MODEL 936

SERIAL NO.

YEAR 19__

CAPACITY OR SIZE

HORSEPOWER 200

ENGINE(S): ☐ Gasoline ☐ Diesel

TRANSMISSION: ☐ Direct Drive ☐ Power Shift ☐ Torque Drive

SECTION & PAGE	CODE		Over 40 Hrs. Weekly Rate	1st 40 Hrs. Daily Rate	Operating Cost/Hour
5-16	[E]	TYPE Stan Steel I.D. NUMBER Mixer 9' 36' Drum	5375^{00}	1615^{00}	28^{15}
5-10	[E]	ATTACHMENTS 36 x 70' Peerless Conveyor	690^{00}	210^{00}	2^{90}
5-17	[E]	Standard Havens Bag House 300 HP	5950^{00}	1790^{00}	30^{75}
3-9		Sull Air Compressor 40 HP	160^{00}	47^{50}	4^{90}
[E-JH	+PHM]	Slat Conveyor 36" x 20'	510^{00}	155^{00}	2^{00}
			$12,685^{00}$	3817^{50}	68^{70}
		(standby Rate = $\$385^{83} \div 3 = 128^{61}$/HR)			
HOURLY RENTAL RATE(S)		(A ÷ 40) + C And/Or (B ÷ 8) + C	385^{83} /Hr.	545^{89} /Hr.	⇦

FOR EQUIPMENT NOT LISTED IN BLUE BOOK

INVESTED CAPITAL $ __________ REPLACEMENT COST $ __________

Remarks:

SUBMITTED BY DATE

REVIEWED BY DATE

APPROVED BY DATE

734-1861 (1-81)

[Exhibit C.9]

LABOR RATES & COSTS

Description	BASE HOURLY RATE	BASE OVERTIME HOURLY RATE	FRINGE BENEFITS	ESTIMATED HOURLY COST	ESTIMATED HOURLY OVERTIME COST
Labor	14.14	21.21	4.30	21.69	30.39
Equipment Operator (Average)	16.39	24.59	4.15	24.31	34.40
Driver	15.64	23.46	3.74	22.98	32.60
Foreman	16.61	24.92	4.15	24.58	34.80

Note: Column (1) is the labor description.

Columns(2) & (3) are the hourly and overtime hourly rates for the indicated type of labor.

Column (4) is the hourly fringe benefits.

Column (5) is the estimated hourly cost based on the estimated 23% payroll cost = Column (2) x (1.23) + Column (4).

Column (6) is the estimated hourly overtime cost based on an estimated 23% payroll cost = Column (3) x (1.23) + Column (4).

[Exhibit D]

LT CONTRACTORS, IN
P.O. Box 4448
Sunriver, Oregon 97702
Telephone (503) 593-8163

August 3, 1983

Dept. of Transportation
P.O. Box 850
LaGrande, OR 97850

Re: Job mix formula
South Baker Interchange-Durkee
Old Oregon Trail Highway
Baker County, Contract #9645

Att: Joe Schlieski:

This letter is notification that LT Contractors will expect additional compensation in the form of completion time changes and suspension of work (overhead & equipment) due to delay of project. No job mix formula.

June 21, pre-construction conference submitted construction schedule indicating August 1 paving date. Copy enclosed.

June 27, samples of salvaged asphaltic concrete cut out and given to state.

July 11, a.m. telephone conversation, advised project manager scalping 1"-0 and rejecting. Crushing two 9 hour shifts. Testing technician for Century Test Lab. running process control tests. Production rates discussed, 180-200 tph.

July 13, Letter confirming telephone conversation of July 11. Copy enclosed.

July 14, 72 hours @ 180 ton/hr 12,960 ton produced.

Aug. 2, Per telephne conversation project manager advised no jot mix until August 1[illegible].

This loss of 2 weeks will make it impossible to complete project under present complete dates in 1983. A hold over to 1984 completion would necessitate a move out and move in or render two asphalt plants inoperable for an eight month period.

LT Contractors shares no responsibility in this delay.

Sincerely,

[Exhibit F.1]

Elwyn Walker
Project Manager

cc: construction, Region, file.
Enclosures: 2

Telephone (503) 523-4447

BAKER REDI-MIX, Inc.

CONCRETE - SAND & GRAVEL - ASPHALT
P. O. BOX 825
BAKER, OREGON 97814

Oregon State Highway Department
PO Box 850
LaGrande, Oregon 97850

Aug. 22, 1983

Attn: Joe Schlieski

Re: South Baker Interchange-Durkee
Contract 9645
Recycle Job Mix Formula

After two short days of paving, the bit samples are running very consistent but out of Job Mix Formula. With the percentage's given to us from Lab (29% 3/4-1/4, 51% 1/4-0, 20% recycle material) it will not meet gradation specifications and a change in the Job Mix Formula is required. The recycle material is grinding out much finer than the original Lab tests. We are proceeding as directed and do not feel responsible for this trial and adjustment period. We are waiting for some decision to be made on this as our rock is crushed to very close target values and we feel that once the State has made their decision we can hold within Bonus Pay requirements.

Sincerely,

Elwyn Walker

Elwyn Walker
Vice President/Manager

cc: LT Contractors
Region

[Exhibit F.2]

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION
P. O. Box 850
La Grande, Oregon 97850
August 24, 1983

In Reply Refer to
File No.:

Sub: S. Baker Interchange - Durkee
Old Oregon Trail Highway
Baker County
Contract 9645

"AC Mix Design"

L T Contractors, Inc.
P. O. Box 4448
Sunriver, Oregon 97702

Attn: Sonny Walker

In reply to your letter of 8/22/83. We will not change the recommended job mix aggregate gradation of the Class "B" AC with 20% recycled material - our Lab #83-11243.

The proportions of the 3/4-1/4, 1/4-0, and the cold planings can be field adjusted in an attempt to meet the specified gradation.

Under the terms of the contract - the contractor is responsible for the process control testing - we also were to have had satisfactory cold feed samples prior to any paving work.

In reviewing our lab reports on the aggregate production tests (copies attached for your records) I note that the lab gets slightly higher %s passing the #200 and the wet sieve test adds 0.5 to 1.5% more to the passing 200.

Some suggestions that I'll make are the following: if the bag house on the drum dryer cannot removed sufficient 200 - you should consider running the 1/4-0 dry through the drum - removing some 200 prior to making the AC mixture; you should also be more selective of the areas used for recycle materials - obvious flushing and fat spots should be wasted; the gradation of the grindings from the CMI machines should be checked to see if they are producing a coarser material - which would help in the AC mix proportions.

I also am concerned about the problems we are encountering - if we cannot mutually resolve the AC mixture gradation problems during the next production shift then we should submit new samples to the lab for a review of their mix design, etc. , and terminate any further paving until this is resolved.

Joseph A. Schlieski
Project Manager

cc: file
Region

[Exhibit F.3]

734-3122

Telephone (503) 523-4447

BAKER REDI-MIX, Inc.

CONCRETE - SAND & GRAVEL - ASPHALT
P.O. BOX 825
BAKER, OREGON 97814

August 25, 1983

Oregon State Highway Department
PO Box 850
LaGrande, Oregon 97850

Attn: Joe Schlieski

Re: South Baker Interchange-Durkee
Contract 9645
Recycle Job Mix Formula

We are very concerned with the gradations of the recycle mix design. The excessive pass 200 in the recycle material plus pass 200 in the virgin 1/4-0 material crushed to target values make it impossible to bring pass 200 in specification. Per specification the virgin 1/4-0 is 37% pass #10. Pass 200 of the 10-0 portion is 20% or 7.4% pass 200. Using 51% 1/4-0 would produce 3.8% pass 200. From the recycle material 9.8% passes 200. Using 20% recycle material produces 2.0% pass 200 totaling 5.8% passing 200. We are puzzled as to why the job mix formula has a target value of 4.2%. What determines on broad bands standard for quarry 2-7% pass 200, modified for gravel source 2-6%? When you wash and scalp on 1-0 screen (required) eliminating all natural fines would this be any different than producing from a quarry?

Sincerely,

Elwyn Walker

Elwyn Walker
Vice President/Manager

cc: LT Contractors
Region

[Exhibit F.4]

OREGON STATE HIGHWAY DEPA ENT

SUBJECT: S. Baker Intch — Durkee

DATE: 8/26/83

TO: L T Contractors, Inc.

FROM: Joe Schlieski

We will try using the lower 2" of the existing AC being recycled on 8/27/83.

If this change does not put the shift substantially in specs for the Class "B" AC — then all paving will be suspended until spec AC mix can be produced or a revised mix design is obtained.

cc Region
File

(SIGNATURE)

PLEASE REPLY HERE

[Exhibit F.5]

CC: ______ ______ (SIGNATURE) ______ (DATE)

1. SENDER SHOULD DETACH SHEET NO. 4 AND HOLD UNTIL REPLY IS RECEIVED, LEAVING 1ST 2 CARBONS INTACT.
2. ADDRESSEE SHOULD REPLY, DETACHING SHEETS, RETAINING SHEET NO.1 AND RETURNING SHEET NO. 3 TO SENDER.
3. SHEET NO. 2 MAY BE USED AS INFORMATIONAL CARBON COPY OR DESTROYED.

1

LT CONTRACTORS, INC.
P.O. Box 4446
Sunriver, Oregon 97702
Telephone (503) 593-8162

August 31, 1982

Oregon State Highway Div.
P.O. Box 850
LaGrande, OR 97850

Att: Joe Schlieski

Re: South Baker Interchange-Durkee
Contract #9645

We have encountered constant uncontrolable variations in the recycle material that make it virtually impossible to stay within the specifications of this project.

We feel that it is time you took a very serious look at the possibility of changing from the statistical specification to a specification that will allow the use of the recycle material.

A mix should be designed using the new material we have produced with Target Values and tolerances that will allow the addition of the recycle without being blown completely out of specs.

The recycle material has extreme variations and seems a very poor choice for a statistical specification. We suggest a change to a more realistic specification.

Sincerely,

Elwyn Walker

Elwyn Walker
Project Manager

[Exhibit F.6]

L.T. CONTRACTORS, INC.

Schedule of Operations Costs

For the years ending March 31, 1981, 1982, 1983

	Year Ending March 31 1981	Year Ending March 31 1982	Year Ending March 31 1983	Combined Years Ending March 31 1981, 1982, 1983
Construction Revenue	$2,613,814	$2,324,368	$6,808,553	$11,746,735
	2,613,814	2,324,368	6,808,553	11,746,735
Construction Costs	$2,615,428	$1,833,612	$6,169,691	$10,618,731
	2,615,428	1,833,612	6,169,691	10,618,731
Gross Profit (Loss)	(1,614)	490,756	638,862	1,128,004
General & Administrative expenses	193,077	157,760	323,626	674,463
Income (Loss) from Operations	(194,691)	332,996	315,236	453,541
Other Income (Expenses)				
Interest, net	(356,138)	(273,733)	(124,708)	(754,579)
Amortization of cost in excess of net assets acquired				
Gain on sale of property, plant and equipment	21,379	17,058	17,816	56,253
Gain on sale of real property investments				
Other, net				
Profit (Loss) before provision for income taxes and equity in income of partnership	(529,450)	76,321	208,344	(244,785)

[Exhibit G]

South Baker Intchge.-Durkee Sec.
Paving

SUBJECT TO SUCH CHANGE OR CHANGES AS MAY BE MADE WITH NOTICE TO PLAN HOLDERS BY ADDENDUM LETTER OR LETTERS, THE BID ITEMS AND QUANTITIES TO WHICH THE FOREGOING SPECIFICATIONS AND PROVISIONS APPLY WILL BE AS LISTED IN THE FOLLOWING BID SCHEDULE. THIS BID SCHEDULE IS FOR INFORMATION ONLY AND IS NOT TO BE USED IN BIDDING. THE BID SCHEDULE TO BE USED IN BIDDING IS BOUND IN THE PROPOSAL FORM.

BID SCHEDULE

Item No.	Item	Unit	Quantity	Unit Price (In Figures)	Total (In Figures)
1.	Mobilization	Lump Sum	All	Lump Sum	$225,000|00
2.	Temporary Protection and Direction of Traffic	Lump Sum	All	Lump Sum	20,000|00
3.	Temporary Signs	Sq.Ft.	1,200	$ 5|00	6,000|00
4.	Temporary Barricades	Each	6	50|00	300|00
5.	Temporary Concrete Barriers	Lin.Ft.	125	22|00	2,750|00
6.	Temporary Concrete Barriers, Modified	Lin.Ft.	625	20|00	12,500|00
7.	Moving Temporary Concrete Barriers	Lin.Ft.	2,250	1|50	3,375|00
8.	Temporary Plastic Safety Markers	Each	55	60|00	3,300|00
9.	Flagmen	Hour	1,800	10|00	18,000|00
10.	Sequential Arrow Signs	Each	2	4000|00	8,000|00
	ROADWORK				
11.	Cold Plane Pavement Removal	Sq.Yd.	262,000	1|20	314,400|00
12.	Watering	M-Gal.	75	4|00	300|00

[Exhibit H-1]

South Baker Intchge.-Durkee Sec.
Paving

Item No.	Item	Unit	Quantity	Unit Price (In Figures)	Total (In Figures)
13.	Aggregate Shoulders	Ton	4,560	$ 6.00	$ 27,360.00
14.	Class "B" Asphalt Concrete Mixture	Ton	98,400	8.75	861,000.00
15.	Class "E" Asphalt Concrete Mixture	Ton	19,300	11.25	217,125.00
16.	Asphalt Cement in Mixture	Ton	6,560	171.00	1,121,760.00
17.	Portland Cement or Lime Additive in Class "E" Mixture	Ton	200	72.00	14,400.00
18.	Emulsified Asphalt in Seal Coat	Ton	540	170.00	91,800.00
19.	Aggregate in Seal Coat	Ton	1,900	10.00	19,000.00
20.	Asphalt in Tack Coat	Ton	415	180.00	74,700.00
21.	Adjust Guard Rail	Lin.Ft.	5,750	3.00	17,250.00
22.	Delineators, Type 1	Each	150	18.00	2,700.00
23.	Delineators, Type 4	Each	90	13.00	1,170.00
24.	Adjusting Inlets	Each	19	100.00	1,900.00
	STRUCTURE				
25.	Joint Replacement	Lin.Ft.	240	267.00	64,080.00
26.	Concrete Paving Dams	Lin.Ft.	200	80.00	16,000.00

Total Amount of Bid $ 3,144,170.00

Bid Sheet 2

[Exhibit H-2]

T PAYMENT VOUCHER

STATE HIGHWAY DIVISION

-74)

COUNTY BAKER		CONTRACT NO. [illegible]	ESTIMATE NO. 5
HIGHWAY OLD OREGON TRAIL		FEDERAL AID PROJECT NO. IR 084/004	
SECTION SOUTH BAKER INTCHGE-DURKEE			

PREFIX NO.

RECEIVED
NOV 19 1983

ITEMS		UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
ILIZATION		LUMP SUM	22000.0000	100.000	225000.00	225000.00	
PORARY PROTECTION AND DIR OF TRAFFIC		LUMP SUM	20000.0000	1.000	12200.00	12200.00	
PORARY SIGNS		SQ FT	5.0000	438.000	2190.00	2190.00	
PORARY PLASTIC SAFETY MARKERS		EACH	60.0000	51.000	3060.00	3060.00	
GMEN		HOUR	10.0000	574.000	5740.00	3330.00	2410.00
UENTIAL ARROW SIGNS		EACH	4000.0000	2.000	8000.00	8000.00	
D PLANE PAVEMENT	REMOVAL	SQ YD	1.2000	261,300.000	313560.00	313560.00	
SS B ASPHALT CONCRETE	MIXTURE	TON	8.7500	41,176.390	360293.41	360293.41	
HALT CEMENT IN	MIXTURE	TON	171.0000	2,528.740	432414.54	432414.54	
HALT IN TACK COAT		TON	180.0000	61.790	11122.20	14418.00	3295.80-
U.T GUARD RAIL		LIN FT	3.0000	5,642.000	16926.00	16926.00	
DJUSTMENT ITEMS							
ASPH CONC BI #14	LOT 5	DOLLAR	1.0000-	2,141.730	2141.73-	2141.73-	
ASPH CONC BI #14	LOT 10-22	DOLLAR	1.0000-	11,532.940	11532.94-	11532.94-	
ASPH CONC BI #14	LOTS 3,4,6,9	DOLLAR	1.0000-	19,892.740	19892.74-	19892.74-	
ATERIALS ON HAND							
RIERS		LIN FT	14.0000	125.000	1750.00		1750.00
RIERS		LIN FT	13.5000	625.000	8437.50		8437.50
GGREGATE		TON	3.5000	24,430.000	85505.00	85505.00	

GROSS RETAINAGE	
TREASURER DEPOSIT	
* NET RETAINAGE	

*RETAINAGE TO BE DEPOSITED IN AN INTEREST-BEARING ACCOUNT.

83 PG. 01 9645	TOTAL CONTRACT ITEMS	1452631.24	1443329.54	9301.70
16509	5 % RETAINED ON CONTRACT ITEMS	72,631.56	72,166.48	465.08
DG/KA	FORCE ACCOUNT			ck rec'd 11-19-83

[Exhibit H.3]

LBi
TGB
PD
LTC
Trefoil

CONTRACT PAYMENT VOUCHER

OREGON STATE HIGHWAY DIVISION

FORM 734-1020 (REV. 7-76)

COUNTY	BAKER
CONTRACT NO.	[illegible]
ESTIMATE NO.	5
PREFIX NO. S.	
HIGHWAY	OLD OREGON TRAIL
FEDERAL AID PROJECT NO.	IR 084/004
SECTION	SOUTH BAKER INTCHGE-DURKEE

RECEIVED
NOV 18 1983

NO.	ITEMS		UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT
001	1P MOBILIZATION		LUMP SUM	225000.0000	100.000	225000.00	225000.00
002	1P TEMPORARY PROTECTION AND DIR OF TRAFFIC		LUMP SUM	20000.0000	1.000	12200.00	12200.00
003	1P TEMPORARY SIGNS		SQ FT	5.0000	438.000	2190.00	2190.00
008	1P TEMPORARY PLASTIC SAFETY MARKERS		EACH	60.0000	51.000	3060.00	3060.00
009	1P FLAGMEN		HOUR	10.0000	574.000	5740.00	3330.00
010	1P SEQUENTIAL ARROW SIGNS		EACH	4000.0000	2.000	8000.00	8000.00
011	1P COLD PLANE PAVEMENT	REMOVAL	SQ YD	1.2000	261,300.000	313560.00	313560.00
014	1P CLASS B ASPHALT CONCRETE	MIXTURE	TON	[illegible].7800	41,176.390	300293.41	300293.41
016	1P ASPHALT CEMENT IN	MIXTURE	TON	171.0000	2,520.740	432414.54	432414.54
020	1P ASPHALT IN TACK COAT		TON	180.0000	61.790	11122.20	14418.00
021	1P ADJUST GUARD RAIL		LIN FT	3.0000	5,642.000	16926.00	16926.00
	ADJUSTMENT ITEMS						
6001A	1P ADJ ASPH CONC BT #14	LOT 5	DOLLAR	1.0000-	2,141.730	2141.73-	2141.73-
6001B	1P ADJ ASPH CONC BT #14	LOT 10-22	DOLLAR	1.0000-	11,532.940	11532.94-	11532.94-
6001C	1P ADJ ASPH CONC BT #14	LOTS 3,4,6,9	DOLLAR	1.0000-	19,092.740	19092.74-	19092.74-
	MATERIALS ON HAND						
7003A	1P BARRIERS		LIN FT	14.0000	125.000	1750.00	
7006A	1P BARRIERS		LIN FT	13.5000	625.000	8437.50	
7014A	1P AC AGGREGATE		TON	3.5000	24,430.000	85505.00	85505.00

GROSS RETAINAGE	
TREASURER DEPOSIT	
* NET RETAINAGE	

*RETAINAGE TO BE DEPOSITED IN AN INTEREST-BEARING ACCOUNT.

DATE: 11 10 83 PG. 01 9645	TOTAL CONTRACT ITEMS	1452631.24	1443329.54
PREVIOUS VOUCHER NO.: 16509	5 % RETAINED ON CONTRACT ITEMS	72,631.56	72,166.48
CHECKED BY: DG/KA	FORCE ACCOUNT		
ENGINEER OR AUDITOR			

ck

[Exhibit H.3]

TABULATION OF DAILY PRODUCTION [R-Exhibit E]

(1) DATE	(2) TONS OF ASPHALT PRODUCED	(3) (INEFFICIENCY) DURATION OF PRODUCTION LOSS	(4) (STANDBY) DURATION OF SHUTDOWN	(5) REASON FOR DELAY
(M) 8-1-83	---	---	8.0 Hours	Late Mix Design
(T) 8-2-83	---	---	8.0 Hours	Late Mix Design
(W) 8-3-83	---	---	8.0 Hours	Late Mix Design
(T) 8-4-83	---	---	8.0 Hours	Late Mix Design
(F) 8-5-83	---	---	8.0 Hours	Late Mix Design
(S) 8-6-83	---	---	---	Late Mix Design
(M) 8-8-83	---	---	8.0 Hours	Late Mix Design
(T) 8-9-83	---	---	8.0 Hours	Late Mix Design
(W) 8-10-83	---	---	8.0 Hours	Late Mix Design
(T) 8-11-83	---	---	8.0 Hours	Late Mix Design
(F) 8-12-83	---	---	8.0 Hours	Late Mix Design
(S) 8-13-83	---	---	---	Late Mix Design
(M) 8-15-83	---	---	---	
(T) 8-16-83	---	---	---	
(W) 8-17-83	---	---	---	
(T) 8-18-83	1295.2 Base	7.6 Hours	---	Defective Mix Design
(F) 8-19-83	1095.8 Base	8.2 Hours	---	Defective Mix Design
(S) 8-20-83	---	---	---	Defective Mix Design
(M) 8-22-83	2646.3 Base	2.9 Hours	---	Defective Mix Design
(T) 8-23-83	680.8 Base	9.7 Hours	---	Defective Mix Design
(W) 8-24-83	3947.2 Base	---	---	Defective Mix Design
(T) 8-25-83	3640.2 Base	---	---	Defective Mix Design
(F) 8-26-83	2785.2 Base	2.5 Hours	---	Defective Mix Design
(S) 8-27-83	3264.3 Base	.8 Hours	---	Defective Mix Design
(M) 8-29-83	---	---	8.0 Hours	Defective Mix Design
(T) 8-30-83	---	---	8.0 Hours	Defective Mix Design
(W) 8-31-83	---	---	8.0 Hours	Defective Mix Design
(T) 9-1-83	---	---	8.0 Hours	Defective Mix Design
(F) 9-2-83	---	---	8.0 Hours	Defective Mix Design
(S) 9-3-83	---	---		Defective Mix Design

[R-Exhibit I.1]

(M) 9-5-83	---	---	8.0 Hours	Defective Mix Design
(T) 9-6-83	---	---	8.0 Hours	Defective Mix Design
(W) 9-7-83	3350.8	---	---	No Delay (used virgin material)
(T) 9-8-83	2556.4	---	---	No Delay (used virgin material)
(F) 9-9-83	4424.9	---	---	No Delay (used virgin material)
(S) 9-10-83	3382.1	---	---	No Delay (used virgin material)
(M) 9-12-83	3006.9	---	---	No Delay (used virgin material)
(T) 9-13-83	4084.4	---	---	No Delay (used virgin material)
(W) 9-14-83	4360.5	---	---	No Delay (used virgin material)
(T) 9-15-83	3746.9	---	---	No Delay (used virgin material)
(F) 9-16-83	4061.6	---	---	No Delay (used virgin material)
(S) 9-17-83	---	---	---	
(M) 9-19-83	---	NOTE: Contractor was forced to stop his paving work due to scheduling problems which resulted from the defective mix design problem.		
TOTALS	52,329.0 Tons	31.7 Hours	136.0 Hours	

Total Asphalt = 52,329.0 Tons

Total Inefficiency Duration = 31.7 Hours

Total Standby Duration = 136.0 Hours

Total Combined Inefficiency Duration And Standby Duration = 167.7 Hours

NOTES:

1. Minimum Anticipated Production Rate: (The actual production rates are higher.)
   Base Course = 3500 Tons/Day Minimum
   Wearing Course = 2500 Tons/Day Minimum
   Typical Day = 12 to 14 Hours
2. The contractor's original schedule is based on 5 working days per week. Saturdays are used as extra days to offset any unscheduled delays.
3. Even though the contractor's typical work day was 12 hours long, only 8 hours of standby per day are used for shutdowns.
4. Column (3) = Inefficiency = (12.0 Hours) x [(1.0-(Column (2) ÷ (3500 Tons)]

[Exhibit I.2]

734-3049X

OREGON STATE

HIGHWAY DIVISION

TABULATION SHEET

SHEET 1 OF 2 SHEETS

10-10-83 South Baker - Durkee Contract # 9645

MD. 6. Summary of Class "B" A.C. Mixture / 20% RAP.

					REJECT		ACCEPT				
Lot	Tons AC. Mix	Value @ Bid Price	P Factor		Tons Mix	Value	Tons Mix	Value @ Bid Price	Adj.-Pay Factor	AMT. of Price Adj.	NE Paym
1	1,366.8	$ 26,697.94	44.16		1,366.8	$ 26,697.94	none				non
2	1131.79	22,092.54	35.53		1131.79	22,092.54	none				no
3	3,334.8	65,095.30	15.42		—	—	3,334.8	$ 65,095.30	15.42	$ 10,037.70	$ 55,057.
4	2,500	48,800 -	18.59								
1-4					500	9,760 -					
-1&4-2							2000	39,040 -	15.36	5,996.54	33,043
-3&4-5											
5	1,457.1	28,442.59	7.53				1,457.1	28,442.59	7.53	2,141.73	26,30
6	3,707.22	72,364.93	18.18								
#6-5 & 6-6					1,500	29,280 -	[illegible]	[illegible]	(5.22)	([illegible])	46,5
1 #6-2							2,207.22	43,084.93	8.34	3,593.2	39,49
-3 &6-7											
7	2,791.63	54,492.62	55.07		2,791.63	54,492.62	none				non
8	3,271.85	63,866.51	67.75		3,271.85	63,866.51	none				none
	19,561.19	$ 381,185.43			10,562.07	$ 206,189.61	8,899.12	$ 175,662.82		$ 21,769.25	$ 153,89

[Exhibit J.1]

·734-804·X

OREGON STATE
HIGHWAY DIVISION

TABULATION SHEET
SHEET 2 OF 2 SHEETS

-10-83 South Baker Intchg - Durkee Contract # 9645

MG Summary of Class "B" A.C. W/O RAP

t	Tons AC. Mix	Value @ Bid Price	"P"	Price Adjust.	Net Payment	Asph. from RAP 1.2% Asph.	Value
	3,355.90	$66,077.67	20.60	$13,612.–	$52,465.67	40.27	$6886.1
P	2561.52	50,436.33	7.65	3,858.38	46,577.95	30.74	5,256.5
11	2,500 –	49,225.00	—	—	49,225.–	30.–	5,130 –
P	1,932.49	38,050.73	3.04	1,293.72	36,757 –	23.19	3,965.4
3	3,388.21	64,409.87	6.22	4,006.29	60,403.58	40.66	6,952.8
	3,009.97	57,219.53	—	—	57,219.53	36.12	6,176.5
5	2,500 –	47,525 –	—	—	47,525 –	30 –	5,130 –
6	1,591.35	30,251.56	3.0	907.55	29,344.01	19.10	3,266.
7	2,500 –	47,525 –	2.34	1,112.09	46,412.92	30 –	5,130 –
8	1,867 –	35,491.67	3.06	1,086.05	36,272.62	22.40	3,830
	2,500 –	47,525 –	—	—	47,525 –	30 –	5,130 –
P	1,252.52	23,810.41	–	–	23,810.41	15.03	2,570.
1	2,500 –	47,525 –	—	–	47,525 –	30 –	5,130
2	1,571.4	29,872.31	—	2% Bonus 597.45	30,469.76	18.86	3,225.
	33,030.36	$634,945.08		25,876.08	$611,533.45	396.37	$64,779.
			–	– 597.45 $25,278.63			
1-8 +1	19,561.19	381,185.43		$21,769.25	$153,893.57		
	52,591.55	$1,016,130.51		$47,047.88	$765,427.02		
				–	64,779.31	Loss of 1.2% Asph. in RAP	
					$700,647.71		

[Exhibit J.2]

OCT 11, 1983

MIX DESIGN FOR RECYCLED ASPHALT
SOUTH BAKER INTERCHANGE - DURKEE
O.D.O.T. Contract No. 9645

Why do you tell us to crush to target value, then give us a different mix design? If you want mix in the middle, tell us you want it in the middle. Don't tell us to crush rock to this spec then change the rules. If you want middle, say so. For example, #10 35 ± 2% average on #10 will not mathematically figure out. Why not tell us to crush rock to target value 32 - 34 and give tolerance of ± 4%? We crushed rock to what you said and extractions prove this. Samples of 160 ± 2% on average (¼"-0) pile show that the mix design should be 24.8 ± 4%. We produced what you told us to, then you put a spec in at 22 on the #10. We are out of spec before we start. The target value should be 24 - 25 ± 4%. This is virtually mathematically impossible even in the best of circumstances. Now we have to add (mandatory) ~~25%~~ 20% recycle over which we have no control whatsoever. Grinders traveling at 10 ft. to 60 ft. per minute make more or less 200, etc. We cannot make statistical spec from a pile of runny excretion. When you build a statue you have to start with clay.

You have asked us to make a silk purse from a sow's ear - It will not work. It is a workable product if properly designed, i.e., give us some room in the specs and use the product for base course. But for crying out loud, be realistic. Please pay us our money.

LT Contractors Inc
Tom Babler
Owner

[Exhibit J.3]

F

March 22, 1984

Feenaughty Machinery Co.
PO Box 13279
Portland, OR 97213

CON 5
#9645

Attention: William F. Richardson
President

Gentlemen or Ladies:

Thank you for your letter of March 16, 1984, canceling the claim for equipment rental in the amount of $36,000.

You state this is in reference to the L. T. Contractors, Inc., Contract No. 9645 for paving on the South Baker Interchange-Durkee Section of the Old Oregon Trail in Baker County.

This information will be noted in our records and we will advise the surety and the contractor.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

cc: L. T. Contractors, Inc.
PO Box 4448
Sunriver, OR 97702

Seaboard Surety Company
320 108th Avenue, N.E. Suite 401
Bellevue, WA 98004

noted on card
3-22-84 kjm

FKM:kjm

Fmco. **Feenaughty**
MACHINERY CO.

282-2566

4800 NORTHEAST COLUMBIA BLVD. (P. O. BOX 13279, PORTLAND, OREGON 97213)

March 16, 1984

Mr. Robert W. Gormsen
Commission Services
Department of Transportation
Transportation Building
Salem, Oregon 97310

Dear Mr. Gormsen,

On September 16th we wrote you concerning a claim against State Highway Contract #9645. The prime contractor on this job was L.T. Contractors, Inc. and the subcontractor was Ray D. Kalal, who was renting equipment from our company, used on the South Baker Interchange Section, Old Oregon Trail, Baker County.

We have now received a check from the contractor and would like to have you cancel the claim against the prime contractor and subcontractor on contract #9645.

Sincerely,

Wm F Richardson

Wm. F. Richardson
President
FEENAUGHTY MACHINERY CO.

WR:jr

RECEIVED
MAR 19 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

QUOTATIONS SUBJECT TO CHANGE WITHOUT NOTICE. ALL SALES, CONTRACTS OR AGREEMENTS SUBJECT TO STRIKES, ACCIDENTS OR CAUSES BEYOND THE COMPANY'S CONTROL.

ACKNOWLEDGEMENT OF PAYMENT AND RELEASE

In consideration of a check in the amount of $36,000 made payable jointly to Feenaughty Machinery Co., Ray D. Kalal, and Tomahawk Construction, Inc., hereinafter "Feenaughty, Kalal and Tomahawk", Feenaughty, Kalal and Tomahawk, and each of them, release LT Contractors, Inc., its surety, Seaboard Surety Company, and their officers, agents and employees from any and all claims of any kind arising out of or relating to that project known as the South Baker Interchange-Durkee Section of the Old Oregon Trail Highway-OSHD #9645, provided, however, Tomahawk Construction, Inc. reserves its right to claim, pursuant to the terms of its subcontract with LT Contractors, Inc., retainage in the amount of $5,173.

Feenaughty Machinery Co.

Date: [illegible]

Ray D. Kalal

Ray D. Kalal

Date: [illegible]

Tomahawk Construction, Inc.

Date: [illegible]

RECEIVED
MAR 19 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. I-84-7(4)306

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Baker

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 20036

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAR 12 '84
JB
REFER TO
Potter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Orig
3/13

7. DATE AUTHORIZATION EFFECTIVE 2/14/84

8. FEDERAL ROUTE NUMBER Interstate 84

9. STATE ROUTE NUMBER Primary 6

10. GENERAL LOCATION:

South Baker - Durkee Section

11. GENERAL DESCRIPTION OF WORK

Personal Service contract

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ XX OTHER *(Specify)* See Below

13. REMARKS

As requested by Mr. Potter's letter of 2/22/84 this will confirm the advance approval date of 2/14/84 for the Personal Service Contract with the Oregon State University and authorization to proceed as being in the public interest because of Contractor's Claim and the urgency of obtaining testing and evaluation of asphaltic concrete samples from the project. Reimbursement on an actual cost basis estimated to be $4,050, Federal Funds $3,743.91 is approved.

An approved copy of the contract is returned herewith.

The above authorization is contingent upon modification of Project Agreement if additional funds are required.

14. DATE 2/29/84

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

February 24, 1984

Oregon State University
Corvallis, OR 97331

AGR

MISC. CONTRACTS and
AGREEMENTS No. 8080

Gentlemen:

Attached for your records is a fully executed copy of an Interagency Personal Service Contract for Professor R. G. Hicks and Assistant Professor C. A. Bell to test and evaluate asphaltic concrete samples furnished by the Department of Transportation in relation to the South Baker-Durkee Interchange Project, Contract No. 9645. The cost of the contract is not to exceed $4,050.

We have retained a fully executed copy of this contract for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

fkn

Att.

bc Jack Sollis (agree. att.)
Keith Martin "

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

February 22, 1984

In Reply Refer to
File No.:
PRO 6-2

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Personal Services Agreement
Project No. I-84-7(4)306
S. Baker-Durkee Section
Old Oregon Trail Highway
Baker County

Enclosed for your approval are two copies of a fully executed personal services agreement between the Oregon State Highway Division and Oregon State University to test and evaluate asphaltic concrete samples on the subject project at an estimated total cost of $4,050.

I further request the following:

1) Confirmation of previous verbal approval to proceed with work under the personal services agreement as of February 14, 1984 with no increase in total cost or Federal funds.

2) The return of one copy of the agreement approved for our files.

CL:pf

cc: Ed Marges
K. Martin
General Files

Form 734-3122

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
CON

TO: Memo to Files

DATE: February 13, 1984

Warren E. Schwartz

FROM: W. E. Schwartz
Assistant State Highway Engineer

SUBJECT: Tom Babler Telephone Call
S. Baker-Durkee

I received a telephone call this date from Tom Babler inquiring about the status of the S. Baker-Pleasant Valley paving project. Specifically, he wanted to know our position regarding the unacceptable material which we had previously advised must be removed.

I told him that we had a study made of the project specifications, all test results, and of material samples from the job. This study by Oregon State University supports our original position, which was that the contractor could have produced material which met our specifications if he exercised the proper control of his material.

I told Babler that we still expected him to either remove the material, and replace it, or offer a method which could make the material suitable for the purpose that it was intended. I also told him that we were doing some further materials testing to help us determine the degree and extent of unsuitable material, and that this testing could alter the quantity of material that may have to be removed.

Babler advised that if this was to be our decision they would like a hearing before the Claims Review Board and if they were not satisfied with that decision, they were prepared to go to court. I concluded from this that they would go ahead with the work but would be presenting a claim for approximately $500,000 at the end of the work.

I told Babler that before any claim could be submitted to the Review Board there had to be an official claim presented for consideration.

This concluded our discussion.

WES:sl

cc H. S. Coulter
C. O. Fredrickson
Jack Sullivan
Bob Hector
Joe Schlieski

Contains Recycled Materials

FILE: MAT
SC 9645

STATE OF OREGON **INTEROFFICE MEMO**

TO: R. D. Hector
Region Engineer

DATE: February 3, 1984

FROM James E. Wilson, Jr., PE
Asst. Engineer of Materials

SUBJECT: Cores Required from S. Baker-Durkee Asphalt Concrete Paving, Cont. 9645

Cores are required for additional testing of Class "B" asphalt concrete on the S. Baker Inter.-Durkee project. A set of two 4-inch diameter cores and two 6-inch diameter cores is needed from each randomly selected sublot location (station) previously sampled for construction acceptance testing on lots 1 through 8. Cores from each sublot are needed as soon as possible for lots 1, 2, 5, 7, 8. Lots 3, 4 and 6 can be sampled later.

gs

cc: W. E. Schwartz
C. O. Fredrickson
D. O. Christensen
O. B. Jackmond
Joe Schlieski
Jack Sullivan
Glenn Boyle

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
FEB 3 '84
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

·125 1387

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IR-84-7(4)306

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Baker

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 20036

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 11/23/83	8. FEDERAL ROUTE NUMBER Interstate 84	9. STATE ROUTE NUMBER Primary 6

10. GENERAL LOCATION:
South Baker Interchange - Durkee Section

11. GENERAL DESCRIPTION OF WORK
Personal Service Contract

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION -- ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* See Below

13. REMARKS

As requested by Mr. Swan's letter of 12/15/83 this will confirm the advance approval date of 11/23/83 of the Personal Service Contract with Oregon State University and authorization to proceed as being in the public interest because of Contractor's Claim and the urgency of obtaining an immediate analysis regarding specification mix. Reimbursement will be on an actual cost basis estimated to be $4,000 Federal Funds $3,688.80.

An approved copy of the contract is returned herewith.

The above authorization is contingent upon modification of Project Agreement if additional funds are required.

Orig 1/16

RECEIVED
STATE HWY ENGR
JAN 16 '84
ho
REFER TO Potter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

14. DATE 1/9/84

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hosner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

STATE OF OREGON INTEROFFICE MEMO

Highway Construction 378-6509 FILE: CON 5

TO: Joe Schlieski
Project Manager

DATE: December 19, 1983

M D Glenn

FROM: M. D. Glenn
Quality Control Supervisor

SUBJECT: S. Baker Intch.-Durkee Section
FAP No. IR-84-7(4)306
Contract No. 9645
Location of Stability Tests by Lot

Reference is made to your November 28, 1983 letter to Tom Babler, tabulating Hveem stability test results for lots 1 through 9 and 11 and 14.

The following corrections should be pointed out based on the station to station limits you furnished for each lot.

Station 800+00 E.B. is in lot 2, not lot 3.
Station 948+00 E.B. is in lot 4, not lot 5.

MDG:mk

cc: W. E. Schwartz/attach.
William Anhorn/attach.
Tom Babler - L T Contractors/attach.
Duane Christensen/attach.
Jim Wilson/attach.
M. D. Glenn/attach.
Glenn Hossner, FHWA/attach.
Dave Carter, FHWA/attach.
Test File/attach.

QCG/M1

[illegible]

RECEIVED
STATE HWY ENGR
DEC 20 '83
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

81-125-1387

STATE HIGHWAY DEPARTMENT

nter. - Durkee Contract 9645

DATE: November 28, 1983

Tom Babler - Babler Bros., Inc.

FROM: Joe Schlieski
P. O. Box 850
La Grande, Oregon 97850

Per your request find enclosed a tabulation of the OSHD Hveem Stability tests for lots 1 thru 9 and 11 & 14.

It should be noted that after we completed testing the 4" cores some questions were raised about the suitability of the samples - we therefore went back and took 6" cores which allowed the lab to remove any altered materials affected by the core drill and use only material that would represent the mix as produced. The six inch cores are considered to be more representative of the actual mix.

All of the lab reports were distributed to L T Contractors.

cc: Region
Construction Section
file

Joseph A. Schlieski
(SIGNATURE)

PLEASE REPLY HERE

CE
CAE 3
FOE 2
OCS
SCS 1
ISO

RECEIVED
DEC 2 1983
CONSTRUCTION SECTION

IC
FE
CP

CC: Test File
LMB

CC: ______ (SIGNATURE) ______ (DATE)

1. SENDER SHOULD DETACH SHEET NO. 4 AND HOLD UNTIL REPLY IS RECEIVED, LEAVING 1ST 2 CARBONS INTACT.
2. ADDRESSEE SHOULD REPLY, DETACHING SHEETS, RETAINING SHEET NO.1 AND RETURNING SHEET NO. 3 TO SENDER.
3. SHEET NO. 2 MAY BE USED AS INFORMATIONAL CARBON COPY OR DESTROYED.

2

J. Baker-[illegible]

4-3049 (Rev. 2-79)
ON DEPARTMENT
RANSPORTATION

Hveem Stabilometer Test
ON A.C.

TABULATION SHE

SHEET .... OF .... SHEE

11-22-83 tw.

4" cores		O.S.H.D.			4" Cores Northern testing		6" Cores O.S.H.D.		
ocation	Lot #	Lab #	Recieved stability	Recompacte stability	lab #	Recicued Stability	Lab #	Comp	Re co
11+37E					132155	23			
18+87E					156	32			
119+00E	1 ✓	83 14952	21 20	19 21	157	14	83 15301	35	1
153+00E	2 ✓	"	21 23	22 22	158	22	"	34	1
0+00E	~~3~~ 2	"	20 22	9 9	159	18	"	17	
04+00E	4	"	26 29	32 33	160	32	"	35	3
3+00E	~~5~~ 4	83 15299	22	9	161	23	"	20	1
30+00E	6 ✓	"	4 5	1 2	162	15	"	3	1
82+00E	7 ✓	"	11 15	16 9	163	14	"	26	
51+00W	8 ✓	"	20 16	39 40	164	26	"	36	4
38+65W	8	83 15299	21	34	165	17	"	33	4
6+00W	8 ✓	"	21	34	166	24	"	38	4
2+00W	9 ✓	"	22	33	167	23	"	36	4
84+31W					168	31			
7+59W					169	No test			
0+00W	11	83 15299	21	31	170	17	"	34	3
7+00W	14	"	26	37	132171	21	"	35	4

S. Baker Intchg - Durkee 9-26-83
Contract # 7645
Sta. to Sta. Limits of RAP

Jos. Schlieski to Dave Glenn

#	EB		
1		690+95 —	737+88
2		737+88	808+28
3		808+28	890+40
4		890+40	972+90
5		972+90	1021+00
6		1021+00	1162+00
7		1162+00	1216+69
	WB		
7		1216+69	1176+95
8		1176+95	1056+00
9		1056+00	943+60

cc: Duane Christensen
Jim Wilson
Test File

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: December 15, 1983

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
[illegible]

From: D.E. Swan, P.E.
Project Unit Engineer

Subject: Personal Services Agreement
Project No. IR-84-7(4)306
S. Baker-Durkee Section
Old Oregon Trail Highway
Baker County

Enclosed for your approval are two copies of a fully executed personal services agreement between Oregon State University and the State Highway Division for services in connection with specification mix on the project at an estimated total cost of $4,000.

I further request the following:

1) Confirmation of previous verbal authorization to proceed with work as of November 23, 1983 with no increase in total cost or Federal funds.

2) The return of one copy of the agreement approved for our files.

CL:bkb
Enc.

cc: K. Martin
General Files

LT CONTRACTORS, INC.
P.O. BOX 4448
SUNRIVER, OREGON 97701
TELEPHONE (503) 593-8163

December 14, 1983

RECEIVED
STATE HWY ENGR
DEC 14 '83
REFER TO
FOR
Info R/D

NOTED
W. E. SCHWARTZ

Joe Schlieski
Project Manager
Oregon State Highway Dept.
P.O. Box 850
La Grand, Oregon 97850

Re: South Baker Interchange - Durkee Old Oregon Trial Highway, Contract No. 9645

Dear Mr. Schlieski:

As you know, the State of Oregon is required to pay interest at the rate of 18% on over-due progress payments or claims. The statute that requires this is O.R.S. 279.575. L. T. Contractors has been deprived of the substantial funds on this contract for more than four months. In light of this fact, L. T. Contractors will not be inclined to waive its claim for interest. The State's unwarranted retention of L. T.'s payment is a breach of contract by the State of Oregon. This breach is damaging L. T. by causing it to pay interest on borrowed funds and by reducing its bonding capacity. Indeed, until this matter is resolved, L. T.'s future bonding capacity will be severely limited.

L. T. is being crippled at the hands of the State. Despite all of our good-faith efforts to give you all the information which we have available and to demonstrate that your specification is defective and impossible, beyond a shadow of a doubt, the State has taken very little action to resolve this problem. We now understand that you have engaged an outside consultant to give you an opinion on the nature of the specification. We do not know how long this investigation or the report will take. However, we believe that you have had sufficient information all along to allow you to determine that the specification and mix designs in this case were woefully inadequate. We trust that any consultant which you engage will reach the same conclusion we have.

In the interim, we suggest that you process payment for the full amount of the work done to date so that we may be able to receive the check for the penalties the State is withholding as soon as you receive the opinion from your expert. We will calculate the interest due, per the statute, based upon 1.5% per month, after we have received the check.

Very truly yours,

L. T. CONTRACTORS, INC.

By:
Thomas G. Babler, Project Manager

JAY/mjs

cc: W. E. Schwartz
Philip Martinson, P.E.

December 7, 1983

Executive Department
155 Cottage St., NE
Salem, OR 97310

AGR

Attention: Judy Lyda

MISC. CONTRACTS and
AGREEMENTS No.______

Gentlemen or Ladies:

Attached for your records is a fully executed copy of an interagency personal service contract with Oregon State University for the services of Professor Hicks and Assistant Professor Bell to review and comment on reports furnished by R. Dunning and C. Hardwick for L & T Contractors in connection with Contract No. 9645 for work on the South Baker-Durkee Interchange of the Old Oregon Trail in Baker County at a cost not to exceed $4,000.

Also attached is the Monthly Input Form.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

fkn

Atts.

bc Jack Sollis
Keith Martin

74-15

rll

U. S. DEPARTMENT OF TRANSPORT. .ON
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.	IR-84-7(4)306
2. STATE PROJECT NO.	See Below
2A. COUNTY NAME	Baker
3. FROM	Dale E. Wilken, Division Administrator FHWA - Oregon Division 12-6-83
4. PROGRAM NO.	
5. ITEM NO.	20036

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

PROGRAM SECTION
MANAGER ______ PROJECT UNIT 5
DEC 13 1983
MAN. ASSIST. ______ PROGRAM UNIT ______
REFER TO file
FOR ______

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
11/22/83	Interstate 84	Primary 6

10. GENERAL LOCATION:

South Baker Interchange - Durkee Section

11. GENERAL DESCRIPTION OF WORK

Contractor's Claim

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* See Below

13. REMARKS

As requested by Mr. Keasey's letter of 11/29/83 this will confirm the advance approval date of 11/22/83 as date of Notice of Contractor's Claim and authorization to proceed with the necessay work in accordance with the Federal-aid Program Manual at a TEC of $10,000 Federal Funds $9,222 (SFO #2). Reimbursement will be in accordance with the Federal-aid Program Manual.

The above authorization is contingent upon modification of Project Agreement if additional funds are required.

RECEIVED
STATE HWY ENGR
DEC 12 '83
REFER TO
FOR
Info Inves R/D D/R Sign Act File

NOTED
W. E. SCHWARTZ

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
12/6/83	G.K. Hessner	for Division Administrator

FORM PR-1240 (Rev. 12-79)   PREVIOUS EDITIONS MAY BE USED

5

LT CONTRACTORS, INC.
P.O Box 4448
Sunriver, Oregon 97702
Telephone (503) 593-8163

November 22, 1983

Mr. Joseph A. Schlieski
Project Manager
Oregon Department of Transportation
P. O. Box 850
La Grande, Oregon 97850

Re: S. Baker Interchange - Durkee
O.D.O.T. Contract No. 9645

Dear Mr. Schlieski:

My letter of November 18, 1983 to you contains a slight error. The last sentence of page one and the first five lines of page two should read as follows:

> "In a price agreement instigated by the highway department, not us, you gave us a target value of 19 on the #200 ± 5% on individual tests and ± 2% average of all tests. You opened up the crushing spec without opening up the mix design spec. In previous letters we have mentioned that our target value on the #10 was 37 ± 7% on individual tests and ± 2% for the average of which we were 38.8%. Our #10 spec mix design should have been 24.8 ± 4% for the #10, not 22 ± 4%."

Also, I am enclosing a correction to Mr. Dunning's November 18, 1983 report which is self-explanatory. Everything else remains as written.

Very truly yours,

L T CONTRACTORS, INC.

Thomas G. Babler
Project Manager

TGB:bkm
Enclosure

RECEIVED
STATE HWY ENGR
NOV [illegible] '83
REFER TO
FOR
Info | Inve. | R/D

cc: William Anhorn
Lloyd Babler, Jr.
Dave Carter
Duane Christensen
Bob Dunning
Dave Glenn
Chris Hardwick
John Healey
Glenn Hossner
Carroll Keasey
Lee Lleuelling
Phil Martinson
—W. E. Schwartz
Drew Whittle
Jim Wilson

Petroleum Sciences, Inc.

Asphalt Technology • Asphalt Emulsions • Polymer Asphalts • Rheology
N. 4817 Freya St., #3 • Spokane, WA 99207 • (509) 489-1758

RECEIVED
NOV 21 1983

L. T. Contractors, Inc.
6201 S. E. Lake Road
Milwaukie, Oregon 97222

November 18, 1983

Project: #1414

Attn: Thomas G. Babler

Subject: Clarification on Items in Report on Evaluation of Test Data from South Baker Interchange-Durkee Paving Project. October 1983.

There are a couple of items on the above mentioned report that are unclear or incorrect. This letter is to inform you of changes to the report which should be made.

1. Page 1 under INTRODUCTION, First paragraph, third sentence. This should read "The contract was originally set up to use 20% recycled asphalt pavement (RAP) in a modified class "B" mix, however, after the first 8 lots, the modified class "B" mix was used without the inclusion of the RAP."

2. In the report, we referred to 16" screens being used by the State of Oregon field laboratory, and by the personel in the laboratory of Baker Redi-Mix. This is what I was told when I inquired about the type of equipment being used. These were actually 12" screens, I have now been informed. The size of the screens does not change the conclusions of the report, since those conclusions were based upon the data obtained using the equipment, not upon the equipment itself.

I apologize for the lack of clarity on these items.

Robert L. Dunning

Robert L. Dunning
President

STATE OF OREGON
Highway Construction 378-6318

INTEROFFICE MEMO
FILE: CON 5

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: November 21, 1983

C T Keasey

FROM: C. T. Keasey, P.E., P.L.S.
Construction Engineer

NOTED
W. E. SCHWARTZ

SUBJECT: A.C. Paving Consultant Selection
S. Baker Intch.-Durkee Section
Contract No. 9645

L T Contractors, Inc., the contractor on the captioned project, was assessed a cost adjustment for producing non-specification A.C. material and was required to remove some non-specification material.

In recent meetings, L T Contractors has produced reports from a consultant claiming the State mix design was faulty and the specifications were impossible to meet.

When Jack Sollis was asked for advice on the contractor's claim, he requested an "expert opinion" to review before he was prepared to offer his advice.

While the Highway Division has the skills to conduct an objective analysis of the consultant's conclusions, we would expect an analysis by a third party consultant to have greater credibility with the contractor. For this reason, and Jack Sollis' request, I am requesting permission to hire a consultant to review the project data and analyze the contractor's report.

The amount of this consultant agreement will be for less than $5,000. In accordance with the provisions of paragraph 734-15-015(3) of Oregon Administrative Rules, Chapter 734, Division 15, I am requesting that you waive that portion of the Oregon Administrative Rules applicable to the solicitation of proposals and selection by the committee. I also request the selection of Professor R. G. Hicks from Oregon State University be approved as a single source consultant for the following reasons:

1. Professor Hicks is a nationally recognized expert in the field of A.C. to include A.C. mix designs. We know of no better authority on this subject.
2. A prompt answer is important as discussions with the contractor continue and we want an expeditious resolution of this matter.

APPROVED
STATE HIGHWAY ENGINEER
DATE 11-21-83

.125-1307 S. Baker - Durkee, I-84, Claim

3. A review of Project Management's list of qualified consultants, including the MBE & WBE lists, did not disclose any firms with apparent qualifications in A.C. research.

4. Professor Hicks has worked with the State Highway Division on research projects and as an expert witness for litigation. Because of his previous association, he understands our methods and procedures. This will reduce both the time required to reach his findings and the cost of his study.

CTK:KM:mk

KM/M1

9

STATE OF OREGON

INTEROFFICE MEMO

Highway Construction 378-6318 FILE: CON 5

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STATE HWY ENGR
NOV 18 '83
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

TO: THE FILES

November 16, 1983

Duane O. Christensen

FROM: D. O. Christensen, P.E.
Construction Operations Engineer

NOTED
W. E. SCHWARTZ

SUBJECT: Asphalt Paving
S. Baker Intch.-Durkee Section
Contract No. 9645

The following attended a meeting held at 9:00 a.m. on Tuesday, November 14, 1983 in Mr. Schwartz's office:

M. D. Glenn	OSHD, Salem
William Anhorn	OSHD, LaGrande
Jim Wilson	OSHD, Salem
Chris Hardwick	Chris Hardwick & Assoc.
John Healey	L & T Contractors
Drew Whittle	L & T Contractors
Dave Carter	FHWA, Salem
W. E. Schwartz	OSHD, Salem
Carroll Keasey	OSHD, Salem
Duane Christensen	OSHD, Salem
Glenn Hossner	FHWA, Salem
Joe Schlieski	OSHD, LaGrande
Tom Babler	L & T Contractors
Phil Martison	L & T Contractors

Tom Babler opened the meeting by giving a short introduction to the presentation that would be made by Phil Martison and Chris Hardwick in which they would show that with the use of RAP they could not meet OSHD specifications no matter how many piles their virgin material was crushed into.

Phil Martison made the first presentation with the use of the following graphs:

1. Gradation Chart of mix design
2. Recycled asphalt gradation
3. Range of percentage passing the 200 sieve for mix design and RAP from cores
4. Chart showing range of RAP material actually milled off the pavement (11 samples)
5. Range of mix design asphalt content and asphalt content from cores
6. Range of asphalt content from RAP milled off pavement (10 samples).

Phil then distributed a chart showing the effects of adding 5.38% asphalt to the mix based on core samples and where the asphalt content would be on the various samples taken of the milled off material. For the examples shown they would be out of specification.

Chris Hardwick then made his presentation, which centered around a computer analysis using the RAP samples and the 160 tests made on the virgin crushed aggregates. He indicated that his analysis was based on the virgin material averages which was to specifications and comparing them individually to each of the RAP samples. His results showed a theoretical in and out if the plant would have been adjusted for each RAP sample. His conclusion was that there was no way L & T could have met specifications with the variable RAP material.

Phil Martison stated that even if the virgin aggregate had been crushed to target values with no variance that the RAP was so variable that they could not have stayed in specifications.

Considerable discussion was generated back and forth over the results to gain clarification.

Tom Babler then distributed a Technical Report prepared by Northern Engineering and Testing, Inc., which summarized their 1st Hveem Stabilometer tests for 17 - 4 inch diameter asphaltic concrete cores (a copy is attached). They were unable to run a second stabilometer test, which is needed in order to determine the stability of the material. Tom Babler requested that we furnish him our test results and basis for rejection of material.

Mr. Schwartz asked about the Sumpter-Granite project that was paved during the same period utilizing the FHWA statistical specification and materials from the same aggregate source. Mr. Babler indicated that they were penalized on the mix. They did not say what the penalty was other than discussions were still going on. The subject was quickly dropped.

Mr. Schwartz said he would review their material and respond in the near future.

DOC:mk

Attach.

cc: Participants/attach.

DC/M22

Northern
Engineering and Testing, Inc.

P. O. BOX 2601
TRI-CITIES, WA 99302
(509) 547-1671

TECHNICAL REPORT

Report to:

Baker Ready Mix
P.O. Box 825
Baker, OR 97814

Date: October 10, 1983
Job Number: 80-1950
Sheet 1 of 2
Invoice No.: 05096TC

Report of: Hueem Stabilometer Tests of Asphaltic Concrete for the S. Baker Interchange, Durkee Section, Baker Oregon

SAMPLE IDENTIFICATION

On October 3, 1983, we received at our laboratory 17-4" diameter asphaltic concrete cores taken from the above-referenced project and at the locations shown. At your request, we performed a Hueen Stabilometer test on each of the samples in accordance with AASHTO T-246.

The test results are summarized as follows:

Test Results

Lab No.	Location	Lane	Hveem Stabilometer Value (based on 5000# vertical pressure)
132155	Sta. 511+37	Eastbound	23 ✓
132156	Sta. 518+87	Eastbound	32 ✓
132157	Sta. 719+00	Eastbound	14
132158	Sta. 753+00	Eastbound	22
132159	Sta. 800+00	Eastbound	18
132160	Sta. 904+00	Eastbound	32
132161	Sta. 948+00	Eastbound	23
132162	Sta.1130+00	Eastbound	15
132163	Sta.1182+00	Eastbound	14
132164	Sta.1151+00	Westbound	26
132165	Sta.1088+65	Westbound	17
132166	Sta.1066+00	Westbound	24
132167	Sta.1032+00	Westbound	23
132168	Sta. 984+31	Westbound	31
132169	Sta. 957+59	Westbound	No value due to damaged core
132170	Sta. 780+00	Westbound	17 ✓
132171	Sta. 567+00	Westbound	21 ✓

Some bleeding was noted in the test samples after heating to 140°F after 2 hours prior to the stabilometer test. Excessive bleeding was noted in the test samples after heating to 230°F for a period of approximately 16 hours in an attempt to recompact the samples for a second stabilometer value. Therefore, a second stabilometer test was not performed due to the AC loss.

REVIEWED BY

AS A MUTUAL PROTECTION TO CLIENTS, THE PUBLIC AND OURSELVES, ALL REPORTS ARE SUBMITTED AS THE CONFIDENTIAL PROPERTY OF OUR CLIENTS, AND AUTHORIZATION FOR PUBLICATION OF STATEMENTS, CONCLUSIONS [illegible]

DESCRIPTION	% Asphalt in Sample	20% Blend	Asphalt Added to RAP & Virgin Aggregate	Target Value of Combination Mix
RAP Sample From 8-18-83; Test #1	9.9%	1.98%	5.38%	7.36%
RAP Sample From 8-19-83; Test #1	10.33%	2.07%	5.38%	7.45%
RAP Sample From 8-20-83; Test #1	8.16%	1.63%	5.38%	7.01%
ALTERNATE COMBINATION				
RAP Sample From 8-20-83; Test #6	4.47%	.89%	5.61%	6.50%
RAP Sample From 8-18-83; Test #1	9.9%	1.98%	5.61%	7.59%
RAP Sample From 8-19-83; Test #1	10.33%	2.07%	5.61%	7.68%
RAP Sample From 8-20-83; Test #1	8.16%	1.63%	5.61%	7.24%

9645

5

STATE OF OREGON

INTEROFFICE MEMO

TO: Duane O. Christensen
Construction Operations Engineer

DATE: October 20, 1983

SUBJECT: South Baker Interchange-Durkee Section
Old Oregon Trail Highway
Baker County
Contract No. 9645

You asked that I prepare documentation of the 9/6/83 meeting held in my office concerning the paving problems on the South Baker-Durkee project.

After some discussion of the problem and review of the inspection and lab reports, I asked Tom Babler if he had any ideas for a solution. He said that he would like to try using all new materials and leave the recycle materials out of the mix. He also said that he would like to try that approach for two days to see if he could make it work. He asked Sonny Walker several times if he was right ("Correct me if I am wrong, Sonny") and each time Sonny answered in the affirmative. I told him that I thought that was a good idea and that we will let him try that.

Tom Babler then asked what would happen after two days if we found that we had a satisfactory mix. I told him if that were the case, I would be prepared to let him finish the work using that method.

R. D. Hector
Region Engineer

RDH/lm

2 CE
3 CAE
1 FOE DAC
4 OCS
SCS
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RECEIVED
OCT 21 1983
CONSTRUCTION SECTION
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NOTED
W. E. SCHWARTZ

RECEIVED
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REFER TO
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NOTED
W. E. SCHWARTZ

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STATE OF OREGON **INTEROFFICE MEMO**

Highway Construction 378-6318 FILE: CON 5

RECEIVED
STATE HWY ENGR
OCT [illegible] '83
REFER TO
FOR
☒ Info

TO: THE FILES

DATE: October 14, 1983

FROM: Duane O. Christensen
Duane O. Christensen, P.E.
Construction Operations Engineer

NOTED
H. S. COULTER

NOTED
W. E. SCHWARTZ

SUBJECT: Asphalt Paving
S. Baker Interchange-Durkee
Contract No. 9645

A meeting was held in the Construction Section conference room on Tuesday, October 11, 1983 at 9:00 a.m. with the following in attendance:

Duane Christensen	OSHD, Salem
Jim Wilson	OSHD, Salem
Joe Schlieski	OSHD, LaGrande
Pete Moor	L & T Contractors
Phil Martinson	L & T Contractors
Bob Dunning	Petroleum Sciences, Inc.
Glenn Hossner	FHWA, Salem
Tom Babler	L & T Contractors
Lloyd Babler, Jr.	L & T Contractors
Sonny Walker	L & T Contractors
Dave Glenn	OSHD, Salem
William Anhorn	OSHD, LaGrande
Dave Carter	FHWA, Salem
W. E. Schwartz	OSHD, Salem

Mr Schwartz opened the meeting with a summary of the previous meeting held in his office on September 27, 1983 with E. S. Hunter, H. S. Coulter, Lloyd Babler, Jr., Sonny Walker, Pete Moor and himself in attendance. This summary included comments on the following:

1. Babler's contended that the specifications for recycle were not workable in a statistical project and that the mandatory recycle was responsible for the unacceptable mix placed on the project in lots 1 thru 8.

2. That graphs for both a standard and modified "B" mix were presented and that the pass the #10 in the modified "B" mix was too restrictive.

3. That it was agreed that the State would review the specifications, related documents, test records, discuss in-house and come back with a determination on the acceptability of the material placed in lots 1 thru 8 which contained recycled asphalt and lot 9 which consisted of 100% virgin materials.

Mr. Schwartz then stated that the subject contract contained a statistical specification for the asphalt mixture making them responsible for control of the aggregate production and asphalt concrete mixture production with acceptance by the State after laydown with price adjustment downwards or upwards, depending on adherence to the specifications.

He further stated that the contractor bid and signed a contract to produce material meeting the specifications as amended by Letter of Addendum No. 1 dated May 12, 1983 and changes later agreed to in Price Agreement No. 2.

It was also pointed out that the specifications for the mixture with recycle could have been met had the contractor crushed the aggregates in 3 piles (3/4 - 1/4, 1/4 - #10, #10 - 0) even though the contract did not require this - the contractor had the option.

Mr. Schwartz then stated that various sub-lots and lots were acceptable and could be left in place with payment at a reduced price according to price adjustment calculations and that other sub-lots and lots were rejected without payment and would have to be removed at the contractor's expense. A tabulation of the sub-lots and lots acceptable and rejected was given to Bablers. (A copy is attached.)

Mr. Schwartz also stated that there was an additional item related to the loss of 1.2% of asphalt in lots 9 through 22 due to the use of virgin materials instead of the 20% recycle originally called for. This will be discussed further at a later date.

At this point in time Lloyd Babler indicated that they were experienced in doing recycled mixes for the State of Oregon, having done the first recycle project in Oregon - the St. Paul-Woodburn Section. Lloyd then distributed a one page statement, dated October 11, 1983, entitled "Mix Design for Recycled Asphalt, South Baker Interchange-Durkee, ODOT Contract No. 9645", which is attached.

Tom Babler stated that the virgin materials for this project were produced to specifications and that they were paid for materials on hand. He further stated that the recycle material was so variable that a split sample that was tested showed P200 values of 8.4 and 11.5. He also indicated that grinders do produce additional P200 and that they had no control over what was in the recycle material or what the grinders did to the recycled asphalt. He said P200 varied from 8 to 18. He acknowledged that there was excellent cooperation in the field with our project personnel.

When asked why they elected to crush the fine aggregates in one instead of two piles, they cited economics and that specifications said they could do either at their option.

Dave Glenn referred Bablers to pages 48 and 49 of the special provisions which requires the contractor to test recycled aggregates and mixture for gradation and asphalt content.

Lloyd and Tom Babler both claimed that the State of Oregon was the most expensive State to do work with and that the mix design was not designed for the material crushed. They stated further that only

3-5% recycle material was used on the Emigrant Hill project due to the problems involved in getting a specification mix. Schwartz responded that our records show that 25.6% was successfully incorporated into a specification mix.

Bob Dunning of Petroleum Sciences, Inc. stated that the mix design should have been made around the material crushed and that the P200 should have been opened up a couple of percentage points to allow for the additional P200 that would result from milling of the asphalt off the highway. He discussed sampling and testing errors and stated that these errors were primarily responsible for problems. He further stated that our specifications were tighter than either the State of Washington or FHWA.

Dave Glenn stated that this was a special mix design and aggregates needed to be crushed to meet it and not that a mix design be made to accommodate whatever was crushed.

Lloyd Babler stated that we weren't being realistic. We have a specification that can't be met and that they were not satisfied with our decision. They questioned the qualifications and cooperation of our Salem staff in resolving this problem. They stated that they would study the material given them, discuss the matter within their organization and return for another meeting in the near future, as they intended to resolve this issue before next spring. They stated that they fully expected to be paid full value for the material and would take all necessary action to pursue the issue to that end.

They asked if payment for acceptable mixture and aggregates that are now being crushed would be forthcoming. Mr. Schwartz said they would be paid on the next progress estimate for the mixture determined to be acceptable to be left in place at a reduced price. Payment for crushed aggregates on hand will be made if in specifications as per the contract.

The unacceptable present rough riding condition was discussed. Tom Babler indicated that the top wearing course, when placed, would not be rough.

The meeting was adjourned.

DOC:mk

cc: Participants w/attach.

doc/2

Form -734-3049X

OREGON STATE
HIGHWAY DIVISION

TABULATION SHEET
SHEET 1 OF 2 SHEETS

10-10-83 South Baker - Durkee Contract # 9645

by M.D.G. Summary of Class "B" A.C. Mixture / 20% RAP.

					REJECT		ACCEPT				
Lot	Tons AC. Mix	Value @ Bid Price	Factor		Tons Mix	Value	Tons Mix	Value @ Bid Price	Adj. Pay Factor	Amt. of Price Adj.	Net Payment
1	1,366.8	$ 26,697.94	44.16		1,366.8	$ 26,697.94	none				none
2	1131.79	22,092.54	35.53		1131.79	22092.54	none				none
3	3,334.8	65,095.30	15.42		—	—	3,334.8	$ 65,095.30	15.42	$ 10,037.70	$ 55,057.60
4	2,500	48,800 -	18.59								
4-4					500	9,760 -					
4-1 & 4-2							2,000	39,040 -	15.36	5996.54	33043.46
4-3 & 4-5											
5	1,457.1	28,442.59	7.53				1,457.1	28,442.59	7.53	2,141.73	26,300.8
6	3,707.22	72,364.93	18.18								
-4 & 6-5 & 6-6					1,500	29,280 -					
-1 & 6-2							[illegible] 2,207.22	[illegible] 43,084.93	(5.32.) 8.34	(2,249.03 3,593.28	40,835. 39,491.6
-3 & 6-7											
7	2,791.63	54,492.62	55.07		2,791.63	54,492.62	none				none
8	3,271.85	63,866.51	67.75		3,271.85	63,866.51	none				none
	19,561.19	$ 381,185.43			10,562.07	$ 206,189.61	8,899.12	$ 175,662.82		$ 21,769.25	$ 153,893.

Form 734-3040X

OREGON STATE
HIGHWAY DIVISION

TABULATION SHEET
SHEET 2 OF 2 SHEETS

10-10-83 South Baker Intchg - Durkee Contract # 9645

y NDG Summary of Class "B" A.C. W/O RAP

Lot	Tons AC Mix	Value @ Bid Price	"P"	Price Adjust.	Net Payment	Asph. from RAP	
						1.2% Asph.	Value
9	3355.90	$66,077.67	20.60	$13,612.—	$52,465.67	40.27	$6886.17
10	2561.52	50,436.33	7.65	3,858.38	46,577.95	30.74	5,256.5
11	2,500 -	49,225.00	—	—	49,225.—	30 -	5,130 -
12	1,932.49	38,050.73	3.04	1,293.72	36,757 -	23.19	3,965.4
13	3,388.21	64,409.87	6.22	4,006.29	60,403.58	40.66	6,952.8
14	3,009.97	57,219.53	—	—	57,219.53	36.12	6,176.5
15	2,500 -	47,525 -	—	—	47,525 -	30 -	5,130 -
16	1,591.35	30,251.56	3.0	907.55	29,344.01	19.10	3,266.
17	2,500 -	47,525 -	2.34	1,112.09	46,412.92	30 -	5,130 -
18	1,867 -	35,491.67	3.06	1,086.05	36,272.62	22.40	3,830.
19	2,500 -	47,525 -	—	—	47,525 -	30 -	5,130 -
20	1,252.52	23,810.41	—	—	23,810.41	15.03	2,570.
21	2,500 -	47,525 -	—	—	47,525 -	30 -	5,130 -
22	1,571.4	29,872.31	—	2% Bonus 597.45	30,469.76	18.86	3,225.
	33,030.36	$634,945.08		25,876.08	$611,533.45	396.37	$64,779.3
				- 597.45 $25,278.63			
ts 1-8 ect 1	19,561.19	381,185.43		$21,769.25	$153,893.57		
	52,591.55	$1,016,130.51		$47,047.88	$765,427.02		
				—	64,779.31	Loss of 1.2% Asph. in RAP	
					$700,647.71		

OCT 11, 1983

MIX DESIGN FOR RECYCLED ASPHALT
SOUTH BAKER INTERCHANGE - DURKEE
O.D.O.T. Contract No. 9645

Why do you tell us to crush to target value, then give us a different mix design? If you want mix in the middle, tell us you want it in the middle. Don't tell us to crush rock to this spec then change the rules. If you want middle, say so. For example, #10 35 ± 2% average on #10 will not mathematically figure out. Why not tell us to crush rock to target value 32 - 34 and give tolerance of ± 4%? We crushed rock to what you said and extractions prove this. Samples of 160 ± 2% on average (¾"-0) pile show that the mix design should be 24.8 ± 4%. We produced what you told us to, then you put a spec in at 22 on the #10. We are out of spec before we start. The target value should be 24 - 25 ± 4%. This is virtually mathematically impossible even in the best of circumstances. Now we have to add (mandatory) ~~25%~~ 20% recycle over which we have no control whatsoever. Grinders traveling at 10 ft. to 60 ft. per minute make more or less 200, etc. We cannot make statistical spec from a pile of runny excretion. When you build a statue you have to start with clay.

You have asked us to make a silk purse from a sow's ear - It will not work. It is a workable product if properly designed, i.e., give us some room in the specs and use the product for base course. But for crying out loud, be realistic. Please pay us our money.

LT Contractors Inc
Tom Babler
owner

7645 S

STATE OF OREGON

INTEROFFICE MEMO

RECEIVED
STATE HWY ENGR
OCT 21 '83
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

TO: William Anhorn
Assistant Region Engineer

DATE: October 4, 1983

FROM: M. D. Glenn
Quality Control Supervisor

NOTED
W. E. SCHWARTZ

SUBJECT: South Baker Interchange - Durkee
FAP No. IR-84-7(4)-306
Contract No. 9645

Recommendations for acceptance, rejection and corrections of Class "B" A.C. concrete mixture, lots 1 thru 8.

This will confirm my telephone discussions with you and Joe Schlieski on September 29, 1983.

Results of tests on 4 and 6 inch cores and from gradation and asphalt contents recorded on the Daily Plant Reports were reviewed by Duane Christensen, Jim Wilson, Dave Carter and myself on September 27. The following recommendations for acceptance and rejection are made based on our findings:

1. Lots 1 and 2 be removed and replaced
2. Lot 3 be accepted with a price adjustment based on computed pay factor of 15.42.
3. Lot 4 remove and replace sub-lot 4-4. Accept sub-lots 4-1, 4-2, 4-3 and 4-5 with price adjustment based on recomputed pay factor with results of sub-lot 4-4 deleted.
4. Lot 5 be accepted with a price adjustment based on computed pay factor of 7.53
5. Lot 6 remove and replace sub-lots 6-4, 6-5 and 6-6. Accept sub-lots 6-1, 6-2, 6-3 and 6-7 with price adjustment based on recomputed pay factor with the rejected sub-lots deleted.
6. Lot 7 remove and replace sub-lot 7-2. Accept sub-lots 7-1, 7-3, 7-4, 7-5 and 7-6 with a seal of emulsified asphalt at the contractor's expense.
7. Lot 8 accept with a seal of emulsified asphalt at the contractor's expense.
8. Sub-lots 6-1, 6-7, 7-1 and 7-3 are suspected outliers and backup or core samples taken within a five foot radius of the original sample location and submitted to the Salem laboratory for testing. The results to be evaluated in accordance with the special provisions.

A field inspection is to be made of each lot by Region personnel for any visual conditions which would change the above recommendations. I am to meet with you and Joe on Tuesday, October 4, to review the recommendations and come to an agreement on the value of mixtures to be rejected, price adjustments and other factors which will affect payment for the Class "B" mixture containing recycled asphalt pavement.

The recommendations were discussed with Pat Schwartz, Assistant State Highway Engineer on September 28. He contacted Lloyd Babler of L. T. Contractors, Inc and set up a meeting with them on October 11, 1983 for the purpose of resolving this matter.

The meeting is to be held at 9:00 a.m. in the Construction Section offices in Salem, with representatives of Region Construction and Materials Sections in attendance.

cc: Pat Schwartz ✓
Duane Christensen
Joe Schilieski
Jim Wilson
Files (2)

9645

STATE OF OREGON

INTEROFFICE MEMO

TO: William Anhorn
Region 5 Construction Engineer

DATE: October 11, 1983

ORIGINAL SIGNED
DUANE O. CHRISTENSEN

FROM: Duane O. Christensen
Field Operations Engineer

SUBJECT: South Baker Interchange-Durkee Section
Old Oregon Trail Highway
Baker County
Contract No. 9645

As discussed recently with you and Joe Schlieski by telephone, the following items need immediate action if not already done:

1. Document in writing the discussion held with the contractor on meetings to resolve the paving problems on the subject project. In particular those relating in going to 100 percent virgin materials.
2. Determine the cause of pavement roughness and action to eliminate it in the top lift. This may require grinding in those areas where the "E" mix is all that is left to go on.

DOC:cb
9645M

cc: W. E. Schwartz ✓
Joe Schlieski
G. K. Hossner, FHWA

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
OCT 12 '83
REFER TO
FOR
Info Inves R/D D/R Sign Act File

NAPA

BABLER BROS., INC.
HIGHWAY CONTRACTORS
6201 S.E. LAKE ROAD
MILWAUKIE, OREGON 97222
(503) 654-6543

AGC

October 11, 1983

RECEIVED
STATE HWY ENGR
OCT 12 '83
REFER TO Christianson - Hector
FOR

Info	Invest	R/D	D/R	Sign	Act	File
✓						

Mr. W. E. "Pat" Schwartz
Assistant State Highway Engineer
Oregon Department of Transportation
140 Transportation Building
Salem, Oregon 97310

Ref: South Baker Interchange - Durkee
O.D.O.T. Contract No. 9645

Dear Pat:

Thank you for the two hour meeting with you and your staff this morning. Hopefully we are on line to resolve our issues with you in reference to this particular project.

We will evaluate your summary sheet given us today that was prepared by MDG (I assume Mr. Dave Glenn) dated October 10, 1983, and I will get back to you before next week is out to ask for an additional audience so we can discuss further the work we propose doing in the spring of 1984.

We appreciate your estimate payment of $153,893.50 plus in spec material on hand that Mr. Schlieski indicated he would be issuing shortly.

Again, Pat, I want to personally thank you for being attentive to this problem we have and we look forward to a satisfactory solution with you and your department.

Very truly yours,

BABLER BROS., INC.

Lloyd Babler, Jr.
President

LBjr:bkm
cc: Thomas G. Babler

AN EQUAL OPPORTUNITY EMPLOYER.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION
P. O. Box 850
La Grande, Oregon 97850
October 7, 1983

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
OCT 10 '83
REFER TO
FOR
Info Inves R/D D/R Sign Act File

In Reply Refer to
File No.:

Sub: S. Baker Interchange - Durkee
Old Oregon Trail Highway
Baker County
Contract 9645
"AC Aggregate Production"

RECEIVED
OCT 10 1983
CONSTRUCTION
SECTION
CE CAF FOE OCS SCS EEO CA LS TC FE CP

L T Contractors, Inc.
P. O. Box 4448
Sunriver, Oregon 97702

Gentlemen:

Confirming our discussions concerning the production of the AC aggregates, I am not authorized to direct you to produce the fine aggregates in two piles, 1/4-10 and 10-0. In reviewing the Daily Plant Reports for Bituminous Mixture produced to date, it is apparent that we would have better control if the fine aggregates were produced in two piles, there is a consistent problem on the #10 and 200 sieves.

I for one would like to finish the remaining paving work in a bonus situation - just to demonstrate to some people that Baker Redi-Mix can produce a specification product to tight tolerances.

I would recommend that if you continue to produce the fine aggregate in one stockpile, 1/4-0, that you produce the material at the lower limit of the 1/4 - 10 ratio - 33 instead of the current 37.

Joseph A. Schlieski
Joseph A. Schlieski
Project Manager

cc: Baker Redi-Mix, Inc.
Construction Section
Region
file

Form 734-3122

Memorandum

US Department of Transportation
Federal Highway Administration

THE OREGON DIVISION - SALEM

RECEIVED
STATE HWY ENGR
OCT 7 '83
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

NOTED
W. E. SCHWARTZ

Subject: Oregon Project IR-84-7(4)306
S. Baker - Durkee Section
Old Oregon Trail Highway
Out-of-Specification Asphalt Concrete

Date: October 4, 1983

From: Area Engineer, Area 4/5 DBC

Reply to Attn. of: HFO.4/5

To: Mr. Glenn K. Hossner, Field Operations Engineer

The asphalt concrete mixture placed on this project using recycled materials is out-of-specifications. This material is represented by testing Lots 1 through 8. All of the lots, except for Lot 5, have a "P" in excess of 15, which makes the material subject to remedial action or removal. Lot 5 has a "P" value of slightly over 7 and has been accepted subject to a penalty.

On September 27 I met with Duane Christensen, Construction Enginner; Dave Glenn, Quality Control Supervisor; and Jim Wilson, Assistant Engineer of Materials (all OSHD) to discuss the disposition of the out-of-specification recycled asphalt concrete mixture.

A number of 6-inch cores have been taken of the in-place recycled material. In addition, cores were also taken of in-place pavement which had been constructed using only virgin aggregates.

Test results of the cores, along with other data, were reviewed (see attached sheets). From the review of these core test results it appears that the stability of the mixture can be reasonably predicted if the material passing the No. 10 and No. 200 and the asphalt content are used as the principal indicating factors.

Core 4 contains aggregate gradations for the Nos. 10 and 200 screens at or near specification limits, with an asphalt content within specification requirements. The stability results for this core are within the acceptable range. Sublots of all the eight lots were reviewed and compared with this core to predict the stability which could be expected for each sublot.

From the review of this information it was felt:

1. Lots 1 and 2 should be removed in their entirety.

3 CE
CAE
1 FOE Doe
2 OCS
SCS
ESO

RECEIVED
OCT 6 1983
CONSTRUCTION SECTION

OM
CA
LS
TC
FE
CP

2. Lot 3 could remain in-place with an appropriate penalty.

3. Lot 4 could be accepted with a penalty, except for Sublot 4-4 which should be removed.

4. Lot 5 should be accepted with a penalty.

5. Sublots 1, 2, 3, and 7 of Lot 6 could remain in-place with a penalty; Sublots 4, 5, and 6 should be removed.

6. Sublot 1 of Lot 7 should be further reviewed to determine if the test results are valid; Sublot 2 should be removed; Sublots 3,4,5, and 6 can remain in-place with a seal; however, a penalty would be assessed for all characteristics which still would result in a penalty situation.

7. Lot 8 could remain in-place with a seal; however, a penalty would be assessed for all characteristics which still would result in a penalty situation.

In addition to the above, it was recommended that the pavement be reviewed in the field and that any other areas found to be defective be corrected and/or removed.

The contractor has requested and was granted permission to use 100 percent virgin mix beginning with Lot 9. Payment for this material was discussed. I indicated that FHWA participation would be limited to what it would have cost to place recycled mix as specified in the contract.

David B Carter
David B. Carter

Attachment:
Core Test Data

NOTED
W. E. SCHWARTZ

Carter:nig

U.S. Department
of Transportation

**Federal Highway
Administration**

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project IR-84-7(4)306
South Baker - Durkee Section, Old Oregon Hwy
Paving - Stability Test Results

Date: September 19, 1983

From: Area Engineer, Area 4/5

Reply to Attn. of: HFO.4/5

To: Mr. Glenn K. Hossner, Field Operations Engineer

The test results to determine mixture stability of samples taken of the asphalt concrete mixture using the recycled materials were obtained from Jim Wilson, OSHD Laboratory, on this date. These test results are:

Lot No.	Statistical "P" Value	In-place Stability*	Recompacted Stability
1	39.65	21,20	19,21
2	29.81	21,23	22,22
3	15.42	20,22	9,9
4	18.59	26,29	32,33
5	7.53	"P" Value less than 15; therefore material was accepted with a penalty	
6	18.18	4,5	1,2
7	55.07	11,15	16,9
8	67.75	20,16	34,40

* Two cores were taken in each lot

Minimum stability requirement for this mix is 30. The recompacted stability is an indication of how the mix will react to traffic. Examination of the recompacted values indicates that only Lot 8 (and possible Lot 4) will react favorably to traffic. Lot 8 material has a high void content and low asphalt for some of the sublots; also, even this lot may not be acceptable to remain in place.

I discussed the above values with Mr. Anhorn, Region 5 Construction Engineer, on this date. He indicated to me that the contractor had been or will be (the results became available to him late Friday P.M., and he was not sure if the contractor had yet been informed by Mr. Schleiski, Project Manager) informed that the material is unacceptable and subject to removal under the terms of the contract.

David B Carter

David B. Carter

Carter:nlg

NOTED
W. E. SCHWARTZ

CL 83-202

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
1983
NORMA PAULUS

September 20, 1983

IN REPLY REFER TO
FILE NO.:
CON 5
#9645
#9647

Feenaughty Machinery Co.
PO Box 13279
Portland, OR 97213

Attention: Wm. F. Richardson
Treasurer

Gentlemen or Ladies:

This will acknowledge your letter of September 16, 1983, filing claims against the following Highway Division contracts:

CONTRACT NO. 9645

FILED BY:	Feenaughty Machinery Co.
AMOUNT:	$36,000
FOR:	Equipment rental
AGAINST (Prime Contractor)	L.T. Contractors, Inc.
SUBCONTRACTOR:	Ray D. Kalal
PROJECT:	South Baker Interchange-Durkee Section, Old Oregon Trail, Baker County.
SURETY:	Seaboard Surety Co.
AGENT:	Robert Lagler

NOTED
10-10-83 Kjm

CONTRACT NO. 9647

FILED
1983
NORMA PAULUS

FILED BY:	Feenaughty Machinery Co.
AMOUNT:	$36,000
FOR:	Equipment rental
AGAINST (Prime Contractor)	Timberland Paving & Const. Co.
SUBCONTRACTOR:	Ray D. Kalal
PROJECT:	Zigzag River-Warm Springs Interchange and Warm Springs Interchange-Salmon River Curves Sections, Mt. Hood and Warm Springs Highways, Clackamas County
SURETY:	The American Insurance Co.
AGENT:	Corroon & Black, Inc.

NOTED

10/10/83 Kgm

We will advise the sureties and the prime contractors of the receipt of these claims. We will also forward them to the Secretary of State for filing.

It is the policy of the Department not to withhold payment from a contractor. If you do not receive payment, you may wish to contact the sureties mentioned in this letter.

Please advise this office when your claims have been paid.

Sincerely,

ORIGINAL SIGNED
ROBERT W. GORMSEN
Robert W. Gormsen
COMMISSION SERVICES

cc: The American Insurance Co.
121 SW Salmon St., Suite 900
Portland, OR 97204

Corroon & Black of Oregon
PO Box 8699
Portland, OR 97201

Seaboard Surety Company
320 108th Avenue, NE, Suite 401
Bellevue, WA 98004

Timberland Paving & Const. Co.
PO Box 9523
Yakima, WA 98909

L.T. Contractors, Inc.
PO Box 4448
Sunriver, OR 97702

RECEIVED
OCT 10 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

✓bc: Secretary of State - Please acknowledge receipt of the attached claims on the enclosed copy of this letter.

Fmco **Feenaughty**
MACHINERY CO.

282-2566

4800 NORTHEAST COLUMBIA BLVD. (P. O. BOX 13279, PORTLAND, OREGON 97213)

September 16, 1983

Mr. Robert Gormsen
Commission Services
121 Transportation Building
Salem, Oregon 97310

Dear Mr. Gormsen,

We have been renting to Ray D. Kalal Contractor two Dynapac Model PL-2000 Profilers. These profilers have been used on two jobs in the State of Oregon, they are as follows. State contract number 9647, description Zig Zag River, Warm Springs interchange and Warm Springs interchange to Salmon River corners. Prime contractor on this job was Timberland Paving and Construction. The second job is the Oregon State contract number 9645, description South Baker interchange - Durkee Baker County, prime contractor Baker Ready Mix.

These profilers rent for $18,000.00 per month and we are now into the third month and have only received one payment. We are asking that you withhold from payment to Ray D. Kalal the amount of $72,000.00 to cover the two months rental on these jobs.

Sincerely,

FEENAUGHTY MACHINERY CO.

Wm. F. Richardson

Wm. F. Richardson
Treasurer

WFR:dm

Please [illegible]

9645 $36,000

and

9641 $36,000

RECEIVED
SEP 19 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

ROAD BUILDING MACHINERY • CONTRACTORS' EQUIPMENT AND SUPPLIES

QUOTATIONS SUBJECT TO CHANGE WITHOUT NOTICE. ALL SALES, CONTRACTS OR AGREEMENTS SUBJECT TO STRIKES, ACCIDENTS OR CAUSES BEYOND THE COMPANY'S CONTROL.

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION South Baker Interchange-Durkee	REGION 5

SURVEY AUTHORITY	AUTHORIZATION NO.	PREFIX	DATE
	2	601-1968	7-28-83

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 9,600	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 12,900
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION		1,800	935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		
905 FINAL DESIGN		6,100	920 PROGRAM MANAGEMENT		100	937 HYDRAULICS		
906 BRIDGE DESIGN		1,600	921 SPECIFICA-TIONS		5,300	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		100	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION			950 TRAINING		100
910 REGION GEOLOGIST		12,600	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		100	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON			932 RAILROAD & UTILITIES		200			

RIGHT-OF-WAY PREFIX	TOTALS	$	$ 50,500
	PREVIOUS AUTHORIZATION		$ 35,400
FEDERAL AID PROJECT NUMBER IR-84-7(3)306	ADD. AUTH. REQUIRED		$ 16,100

LOCATION ENGINEER'S REMARKS

RECEIVED
AUG 08 1983
ROAD DESIGN SECTION

.......Macnab..........
.......Stoudenmeyer.......
.......Terpin..........
.......Trout..........
.......Wakerlig..........

Do Not File
Return to ....
Bring Up ....
Action ....

Balanced Out

PREPARED BY Jerry Maness	DATE 7-28-83	APPROVED. ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 8-1-83
RECOMMENDED. REGION ENGINEER X	DATE	APPROVED. ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE 7-29-83
RECOMMENDED. LOCATION ENGINEER X	DATE 7/28/83	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE ~~1-22-82~~ 7-18-83	

STATE COPY

r11

OSHD (Coulter)

Region (HCM-010)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

INITIAL REPORT

REGION NO. 10	**REPORT NO.** 1	**COUNTY** Baker	**DIVISION** Oregon
DATE OF INSPECTION 7/21/83	**INSPECTION MADE BY** David B. Carter, Area Engineer		**PROJECT NO.** IR-84-7(4)306

IN COMPANY WITH
J. Schlieski, Project Manager; OSHD

LOCATION
I-84, Between the south Baker Interchange (M.P. 306.5) and the Durkee Interchange (M.P. 327.4)

CONTRACTOR NAME AND ADDRESS
L. T. Contractors, Inc., P.O. Box 4448, Sunriver, Oregon 97702

AWARD DATE 6/3/83	**CONTRACT AMOUNT** $3,144,170	**TIME ALLOWED** a) Oct. 15, 1983	**TIME STARTED** ------	**WORK STARTED** 7/12/83
QUALITY OF WORK Satisfactory	**PROGRESS OF WORK** Satisfactory	**TIME ELAPSED** 12	**WORK COMPLETED** --------	

RECEIVED
~~STATE~~ HWY ENGR
AUG 12 '83
REFER TO Keasey
FOR

Info	Inves	R/D	D/R	Sign	Act	File

8/15

REMARKS

SOUTH BAKER INTERCHANGE-DURKEE SECTION
OLD OREGON TRAIL
Paving

This project provides for the resurfacing of approximately 20.7 miles of this section of I-84. Part of the work includes milling out a portion of the existing pavement and recycling this material into surfacing for the project.

Work Completed

No on-site work has been done. The contractor has produced approximately 10 percent of the aggregates for the project.

Work in Progress

Producing paving aggregates at the Baker Redi Mix, Inc. gravel pit in Baker.

Comments

Production of paving aggregates began on July 11, 1983. A 1" screen is being used to scalp the gravels. The contractor had earlier requested a reduction in scalping screen size, however, this proposed contract change was never initiated, and so, production will continue using a 1" screen as per the specifications.

The contractor is producing material in two sizes, 3/4" - 1/4" and 1/4" - 0. The material produced to date substantially meets the specification gradations for each seperate size. The 1/4" - 0 fractional splits as shown on page 58 of the Special Provisions have been modified to reflect the gravel nature of the source. This change was over looked in the original specifications. This change will be covered by an appropriate price agreement.

This project includes the Modified Class "B" Asphalt Concrete gradation (Revision No. 1 dated May 12, 1983). This grading allows slightly less material passing the No. 10 and No. 40 screens and is only used when aggregates are obtained from an approved gravel source. Recent projects containing the modified AC gradation requirements have also required that the aggregates be produced in three sizes. This project does contain that contract provision. It may be difficult to obtain a mix design using the modified AC gradation requirements given that the contractor did not produce the 1/4" - 0 material in two separate sizes. The use of recycled material which generally produces some additional fines compounds the situation. Solutions could involve designing a mix more along the line of a "Standard" gradation class "B" mix or blending sufficient 1/4" - #10 material to meet the modified grading requirements. The latter solution would require a significant amount of 1/4" - #10 material. Several mix designs are currently being evaluated in the laboratory.

On site paving work cannot begin on the project until a suitable mix has been designed.

r11

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IR-84-7(3)306

2. STATE PROJECT NO. See below

2A. COUNTY NAME Baker

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 20036

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 7/18/83

8. FEDERAL ROUTE NUMBER Interstate 84

9. STATE ROUTE NUMBER Primary 6

10. GENERAL LOCATION:
South Baker Interchange - Durkee Section

11. GENERAL DESCRIPTION OF WORK
Program change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program change
See below

13. REMARKS

As requested in Mr. Potter's letter of 7/14/83 I approve the revised Preliminary Engineering Costs to a TEC of $51,500 Federal Funds $47,492.

(Increase TEC $16,100 Federal Funds $14,847)

RECEIVED
STATE HWY ENGR
JUL 22 '83
REFER TO Potter
FOR
Info Inves R/D D/R Sign Act File

Orig to
7/22

14. DATE 7/18/83

15. SIGNATURE OF APPROVING OFFICIAL G.K. Hossner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

June 27, 1983

L. T. Contractors, Inc.
P. O. Box 4448
Sunriver, OR 97702

CON 5
#9645

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 9645 for paving on the South Baker Interchange-Durkee Section of the Old Oregon Trail in Baker County

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dc
Encl.

cc: Seaboard Surety Company
320 108th Avenue, N.E., Suite 401
Bellevue, WA 98004

bc: C. T. Keasey
Walt Hart
Robert Church
Jan Peterson
Robert Hector
Joseph Schlieski

KL&K
ASSOCIATES INC.
BONDING & INSURANCE FOR CONSTRUCTION & INDUSTRY

4147 S.E. Division
P.O. Box 06030
Portland, Oregon 97206
Insurance: 503-231-6570
Bonds: 503-231-9394
Telex #151712
1-800-547-9850
(Outside Oregon Only)

June 10, 1983

STATE OF OREGON
Dept. Transportation
Highway Division
121 Transportation Bldg.
Salem, OR 97310

Re: L. T. CONTRACTORS, INC., Old Oregon Trail
South Baker Interchange-Durkee Project No. 9645
Bond No. 96731883

Gentlemen:

Enclosed are the executed Contract Documents in reference to the above captioned project for L. T. Contractors, Inc.

Also enclosed are the required Certificates of Insurance.

Very truly yours,

Judy Hiltenbrand

Judy Hiltenbrand
K L & K ASSOCIATES, INC.

/jh
Enclosures

cc: L. T. Contractors, Inc.

RECEIVED
JUN 1 3 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Bonding • Insurance • Life • Medical • Disability

LT CONTRACTORS, INC.
P.O. BOX 4448
SUNRIVER, OREGON 97701
TELEPHONE (503) 593-8163

May 27, 1983

Oregon State Highway Division
Transportation Building
Salem, Oregon 97310

ATTN: Robert W. Gormsen
Commission Services

Re: South Baker Intchge-Durkee sec. #9645
Documentation of MBE Participation

Dear Mr. Gormsen

L.T. Contractors, Inc. will use the services of:

Arrow Bros. Corporation
310 AGC Center
9450 Commerce Circle
Wilsonville, Or. 97070

as an MBE subcontractor for the following items.

ITEM No.	Description	Quantity	Unit Price	Total
5	Temporary Concrete Barrier	125 LF	$ 20.00	$ 2,500.00
6	Temporary Concrete Barrier, Modified	625 LF	20.00	12,500.00
21	Adjust Guard Rail	5750 LF	2.50	14,375.00
22	Delineators, Type 1	150 EA	22.00	3,300.00
23	Delineators, Type 4	90 EA	12.00	1,080.00
			Total MBE	$33,755.00

Total Bid = 3,144,170.00 = 1.07%

If you have any questions regarding this matter, please contact our office at 593-8163

Very Truly Yours

L.T. Contractors, Inc.

John L Fisher

John L. Fisher
EEO Officer

jlf

RECEIVED
MAY 31 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc Kay Turner

4/15

8

U.S. Department
of Transportation
**Federal Highway
Administration**

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project IR-84-7(4)306
S. Baker Interchange-Durkee Section
Old Oregon Trail
Mandatory Disposal Site

Date: May 5, 1983

From: Division Administrator

Reply to Attn. of: HFO.4/5-OR

To: Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

NOTED
H.S. COULTER

We have reviewed Mr. Adams' request of April 29, 1983, to stockpile the excess cold planing materials generated by this project in the State-owned site at mile point 309.

We agree that is is in the public interest to salvage and stockpile this material for future use.

We concur in your request.

for Dale E. Wilken

cc:
OSHD (D R Adams)
OSHD (G Potter)

RECEIVED
STATE HWY ENGR
MAY 6 '83
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

9445

8

r11

U. S. DEPARTMENT OF TRANSPORT ON
FEDERAL HIGHWAY ADMINISTI ON

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IR-84-7(4)306

2. STATE PROJECT NO. See below

2A. COUNTY NAME Baker

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 20036

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 5/4/83

8. FEDERAL ROUTE NUMBER Interstate 84

9. STATE ROUTE NUMBER Primary 6

10. GENERAL LOCATION:
South Baker Interchange - Durkee Section

11. GENERAL DESCRIPTION OF WORK
High type pavement

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)*

Permanent Pavement Striping S.F.	$34,700
Temporary Pavement Striping S.F.	$ 5,100
On the job Training	$ 800

13. REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Portter's 5/2/83 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $3,624,638 Federal Funds $3,342,640.

A signed copy of the Title Sheet is returned herewith.

RECEIVED
STATE HWY ENGR
MAY 16 '83
REFER TO Potter
FOR
Info | Insp | R/D | D | Sign | Act

u/6
16

14. DATE 5/4/83

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-78) PREVIOUS EDITIONS MAY BE USED

9645

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

April 29, 1983

In Reply Refer to
File No.:
DES 16

Dale E. Wilken, Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, N.E.
Salem, OR 97301

Attn. Glenn K. Hossner

NOTED
H.S. COULTER

S. Baker Interchange-Durkee
Old Oregon Trail
Baker County

It is proposed to cold plane approximately 29,400 cubic yards of asphalt concrete pavement on this project. The State proposes to recycle the material and use it on future projects.

We propose to specify that the material be stockpiled in the State-owned site at Mile Point 309. This site is about 2.5 miles south of the South Baker Interchange.

We solicit your concurrence that it is in the public interest for the State to salvage and stockpile this material for future use.

J. H. Versteeg
Road Design Engineer

by D.R. Adams
Donald R. Adams, P.E.
Final Design Engineer

RECEIVED
STATE HWY ENGR
MAY 2 '83
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

bc H. S. Coulter
E. S. Hunter
Gary Potter
R. D. Hector

LKW:ja

Form 734-3122

7615 601-1968 I-84N

STATE OF OREGON **INTEROFFICE MEMO**

TO: Don Adams
Final Design Engineer

DATE: April 27, 1983

SUBJECT: Disposal of Millings
S. Baker Interchange-Durkee Interchange
OOT Highway

With reference to the questions in Frank Terpin's letter of April 15, 1983, the millings can be stockpiled in a gravel pit (IR-1-491) left of Sta. 255. Normal access to the pit is from M.P. 57.1 La Grande-Baker Highway.

There will be approximately 12,000 CY of millings from S. Baker-Pleasant Valley Section and approximately 10,000 CY of excess millings from Pleasant Valley-Durkee Section.

Jim Wilson said the material from both sections is suitable for use on all roads other than the freeway. The Davenport Road-Powder River Section is scheduled for June so it is questionable if millings would be available at that time.

Vernal Moore

Vernal Moore
Region Geologist

VM/yt

1 Versteeg ✓
Anderson
2 Adams
Macnab
Stoudenmeyer
Terpin
Trout
Wakerlig

RECEIVED
MAY 02 1983
ROAD DESIGN SECTION

Do Not File ☐
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Bring Up
Action

REFERRED TO
Watson [✓ Mann]
Cole Stoudenmeyer
Eriksen King
Beard Dorn Leu
Return Discuss Do File Due
By FINAL DESIGN ENGINEER

I-84

STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO
DES 16

TO: D. R. Adams
Final Design Engineer

DATE: April ~~13~~, 1983

FROM: J. H. Versteeg
Road Design Engineer

SUBJECT: Base Design
Baker-Durkee Section

Please proceed with the contract plans for the overlay of the Baker-Durkee Section of I-84 using the following base designs.

The base design for the Baker-Pleasant Valley Section requires milling out 4 inches in the truck lane, a 4-inch inlay and a 2-inch overlay of the travel lanes and shoulders. The asphalt material being removed is not suitable for recycling on the Interstate Highway. The City of Baker and the Baker Airport have indicated an interest in these materials and I believe there is a local highway project that can use some of the materials from this section.

Bud- Need to locate sites specifically plz follow up

The base design on the Pleasant Valley-Durkee Section requires removal of 4 inches of asphalt concrete in the truck lane, a 4-inch inlay and a 3/4-inch friction seal course over the travel lanes and shoulders. The 3/4-inch friction seal course must be placed in warm weather with ample time for curing. This probably means delaying the construction of the seal course until the next construction season. It is critical that the open-graded course be placed in good weather to assure the durability of the wearing surface.

June Aug

JHV:rw

cc: E. S. Hunter
C. T. Keasey
R. D. Hector
John Scofield
Steve Macnab
Jack Sullivan
Gordon Beecroft
Glenn Hossner

REFERRED TO
Watson ---------- / Mann NEW
Cole ---------- Stoudenmeyer
Eriksen ---------- King
Beard ---------- Dorn ---------- Leu
[✓ Return] Discuss Do File Due
By FINAL DESIGN ENGINEER

Discussed stockpile sites with Bob Hector. He wants "ALL" the excess mat'l stockpiled in a site near the North End of project. Vern Moore gave us the location.
NEW
4-20-83

81-125-1387

7445 8

U.S. Department
of Transportation
**Federal Highway
Administration**

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project IR-84-7(3)306
South Baker-Durkee Section
Old Oregon Trail
Baker County
Surfacing Design

Date: April 18, 1983

Reply to Attn. of: HFO.4/5-OR

From: Division Administrator

To: Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

We have reviewed and concur in the surfacing design for the above project submitted with Mr. Terpin's letter of April 14, 1983.

G. K. Hassner
for Dale E. Wilken

cc:
OSHD (F E Terpin)
OSHD (D E Swan)

cy Hector
4/20

RECEIVED
STATE HWY ENGR
APR 20 '83
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

5-84 N

STATE OF OREGON
HIGHWAY DIVISION - LOCATION UNIT

INTEROFFICE MEMO

TO: J. H. Versteeg
Road Design Engineer

DATE: April 15, 1983

FROM: Frank E. Terpin
Location Engineer F.E.T.

SUBJECT: Disposal of Millings
So. Baker Intchge-Durkee Intchge Sec.
Old Oregon Trail Highway
Baker County

I
Versteeg ✓
Anderson
Adams
Macnab
Stoudenmeyer
Terpin
Trout
Wakerlig

RECEIVED
APR 15 1983
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up ..../..../....
Action

The accompanying correspondence requested that I look into the feasibility of re-cycling the subject millings on other projects in the Baker area.

It appears, at this time, that the timing is right. The South Baker Intchge-Durkee Intchge is scheduled for opening of bids on May 26. The Powder River Bridge-South Bridge Road Section is scheduled for bid opening in F 3Q 84. Another project, the Davenport Road-Powder River Section, is presently not scheduled since Baker County does not have enough money. A couple of other projects have been identified on the Whitney Highway but these have not been approved for the Six-Year HIP.

It appears that these items need resolution:

1. How much tonnage will be available?
2. The quality of the material has been questioned. If we won't use it on the freeway job, a do we want to use it on our other projects? b Will the county accept its use on their project?
3. Where will it be stockpiled? This needs to be included in the freeway contract to control disposal of the millings.

Don please handle

FET:ge
Attachments

cc R. D. Hector
J. W. Sullivan
C. T. Keasey
D. R. Adams
S. H. Macnab
J. T. Scofield

✓ 1 S Baker - Pleasant Valley 12,000 C.Y.
Pleasant Valley - Durkee 17,000 C.Y.

2a yes

2 b yes

✓ 3 Please determine

Hector wants "all" the excess cold planed mat'l placed in a stockpile site near North end of project. NEM V. Moore gave us location.

REFERRED TO
Watson
Mann NEM
Cole
Stoudenmeyer
Eriksen
King
Beard
Dorn
Leu
Return Discuss Do File Due
By FINAL DESIGN ENGINEER

Look like all the questions are in our pocket. Contact Region for stockpile sites & quantities for City & Airport.

cc: Terpin

[illegible] HP [illegible] T.L.S.

V.H.V: BOB HECTOR WILL GET JOB IN SOON (POWDER R. - S. BRIDGE RD.)

PRELIMINARY PLANS ARE OUT ON SOUTH BAKER - DURKEE. [illegible]

THE POWDER RIVER BRIDGE — SOUTH BRIDGE ROAD IS AN OLD "BLIND" SURVEY WHICH HAS BEEN RETURNED TO THE FIELD FOR UPDATING AND POSSIBLE REDESIGN.

UNDER POTENTIAL HIGHWAY IMPROVEMENTS, PAGE 61 IN THE SIX-YEAR PROGRAM IS A PROJECT CALLED SALISBURY JUNCTION — MASON DAM WHICH IS 8 MILES LONG. SHOULD THIS PROJECT BE CONSIDERED FOR USE OF MILLINGS ALSO?

RECEIVED
20
ROAD DESIGN SECTION
Adams

P.S. COST SAVINGS MENTIONED IN LETTER ARE LIKELY TO BE RELATIVELY SMALL.

BU 1/83

STATE OF OREGON

INTEROFFICE MEMO

TO: E. S. Hunter
Assistant State Highway Engineer
Technical Services Branch

DATE: November 29, 1982

☒ RE ☐ RCE ☐ RME ☒ RCE
☐ RFA
Jim Hunter
DEC 6 1982 ☐
RECEIVED
REGION 5 OFFICE

SUBJECT: Schedule of Contract Lettings

I note that the latest schedule of contract lettings show the South Baker Interchange-Durkee section of I-84 to be let in Fiscal 2nd quarter of 1984. And the Powder River Bridge-South Bridge Road section of the La Grande-Baker Highway (in Baker) to be let in Fiscal 3rd quarter of 1984.

1-1964

601-1968

I don't want to delay the cooperative project, but, we should be thinking about using some reclaimed AC from the I-84 project to keep the costs down. Maybe you can advance the I-84 job one quarter.

R. D. Hector
Region Engineer

12-1-82

1-5-83
Versteeg
Pls consider this request. A revise [illegible] of the status, etc. The letting schedule is being prepared now. ED.

NOTED
E.S. HUNTER

RDH/vt

Bob,
May be possible. Lets wait until Congress does something with the 5¢ increase. Remind me of the problem in January
ED. cy Versteeg

RECEIVED
TECHNICAL SERVICES
DEC 1 '82
REFER TO
FOR

Info	Investigate	R/D	D/R	Sign	Act	File

9645

I-84

STATE OF OREGON
Highway Division

INTEROFFICE MEMO

LOC 16-3
601-1968

TO: Frank E. Terpin
Location Engineer

DATE: April 14, 1983

FROM: John T. Scofield
Surfacing Design Engineer

SUBJECT: FHWA Submittal for S. Baker - Durkee
Old Oregon Trail Highway (I-84)
Baker County

Herewith is a rough draft submittal to FHWA for a surfacing design on the South Baker - Durkee Section.

This needs to be hurried. We can hand carry it to them when it is ready.

JTS:tab

Enclosure

cc: J. H. Versteeg
Don Adams
R. D. Hector

1 Versteeg ✓
Anderson
Adams
2 Macnab
Stoudenmeyer
Terpin
Trout
Wakerlig

RECEIVED
APR 14 1983
ROAD DESIGN SECTION

Do not File ☐
Return to
Bring Up
Action

1-125-1367

REVISED

OREGON STATE HIGHWAY DIVISION
Location Unit
Surfacing Design Group

Section:	S. Baker - Pleasant Valley Unit of S. Baker - Durkee	Date	April 14, 1983
Highway:	Old Oregon Trail #6	Traffic Coefficient	12.2
County:	Baker	18 kip EAL's per day	1420
Prefix:	601- 1968	R Value	8
Project Manager:	Joe Schlieski	Frost Penetration	36"±
		CBE Total Requirement	40.0"

STRUCTURAL SECTION
NEW WORK

ACTUAL THICKNESS	COMPONENT	CREDIT
	Outside Lane - 13' wide ±	
4.0"	Asphaltic Concrete Wearing Surface & Base - Class "B" - Recycled*	

Four inches of the existing A.C. surfacing is to be removed by grinding (cold planing). The 4" depth will be at the center line and fog line.

The Class "B" A.C. will be placed in two lifts.

EXISTING ROADWAY (38' wide ±)

South Baker - Pleasant Valley Unit

2.0" Asphaltic Concrete Wearing Surface - Class "B" or "C".

REVISED

OREGON STATE HIGHWAY DIVISION
Location Unit
Surfacing Design Group

Section: Pleasant Valley - Durkee Unit of S. Baker - Durkee
Date April 14, 1983

Highway: Old Oregon Trail #6
Traffic Coefficient 12.2

County: Baker
18 kip EAL's per day 1420

Prefix: 601-1968
R Value 8

Project Manager: Joe Schlieski
Frost Penetration 36"±

CBE Total Requirement 40.0"

STRUCTURAL SECTION
NEW WORK

ACTUAL THICKNESS   COMPONENT   CREDIT

Outside Lane - 13'± wide

4.0" Asphaltic Concrete Wearing Surface & Base - Class "B" - Recycled*

Four inches of the existing A.C surfacing is to be removed by grinding (cold planing). The 4" depth will be at the center line and fog line.

The Class "B" A.C. will be placed in two lifts.

EXISTING ROADWAY (38'± wide)

--- Sand Seal
0.75" Asphaltic Concrete - Class "E"

The Class "E" surfacing is to be placed with a tack coat that is adequate to seal the existing pavement. A sand seal is to be placed on the Class "E" surface to add asphalt and to fill the voids.

1.0" Asphaltic Concrete Wearing Surface & Base = 2.0" Aggregate Base
1.0" Cement Treated Base = 1.8" Aggregate Base
1.0" Plant Mix Bituminous Base = 1.8" Aggregate Base
1.0" Emulsion Treated Wearing Surface & Base = 1.8" Aggregate Base
1.0" Oil Mat = 1.8" Aggregate Base
1.0" Cement Treated Existing Roadway Material = 1.5" Aggregate Base
1.0" Lime or Cement Treated Subgrade = 1.0" Aggregate Base
1.0" Aggregate Subbase = 0.8" Aggregate Base

Above Factors apply to materials that comply with Standard Specifications and Special Provisions.

F.H.W.A.
Location Engineer
Construction Engineer
Materials
Region Engineer
Project Manager
Specifications Engineer
Final Design Engineer
Regional Geologist

* Recycling: Removed Asphalt Pavement (RAP) has the potential for recycling on this project. Requirements for recycling will need to be established by the Materials Section.

DATE: April 14, 1983

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: Frank E. Terpin
Location Engineer

ORIGINAL SIGNED BY
FRANK E. TERPIN

SUBJECT: South Baker-Durkee Section
Old Oregon Trail Highway (I-84)
Baker County

Submitted herewith is the surfacing design for the subject project. This is a revised design from the proposal submitted for your consideration on February 1, 1983. This is a rehabilitation project to be funded with FAI-4R money.

The project is to remove and replace the unstable asphaltic concrete from the outside lane, and to place a final wearing surface over the entire roadway width. The project is split into two units with a thicker, final wearing surface on the South Baker-Pleasant Valley Unit.

The final wearing surface over the entire roadway width will protect the existing pavement and provide a skid resistant surface over an extended period.

If you have any questions concerning this proposal, they will be promptly answered.

Your approval of this design is requested.

FET:JTS: tb ge
Attachment

bc/att E. S. Hunter
J. H. Versteeg
J. T. Scofield
R. D. Hector

RECEIVED
TECHNICAL SERVICES
APR 14 '83
REFER TO
FOR
Info Invest R/D D/R Sign Act File

STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO
DES 16

TO: D. R. Adams
Final Design Engineer

DATE: April 13, 1983

FROM: J. H. Versteeg
Road Design Engineer

SUBJECT: Base Design
Baker-Durkee Section

Please proceed with the contract plans for the overlay of the Baker-Durkee Section of I-84 using the following base designs.

The base design for the Baker-Pleasant Valley Section requires milling out 4 inches in the truck lane, a 4-inch inlay and a 2-inch overlay of the travel lanes and shoulders. The asphalt material being removed is not suitable for recycling on the Interstate Highway. The City of Baker and the Baker Airport have indicated an interest in these materials and I believe there is a local highway project that can use some of the materials from this section.

The base design on the Pleasant Valley-Durkee Section requires removal of 4 inches of asphalt concrete in the truck lane, a 4-inch inlay and a 3/4-inch friction seal course over the travel lanes and shoulders. The 3/4-inch friction seal course must be placed in warm weather with ample time for curing. This probably means delaying the construction of the seal course until the next construction season. It is critical that the open-graded course be placed in good weather to assure the durability of the wearing surface.

JHV:rw

cc: E. S. Hunter
C. T. Keasey
R. D. Hector
John Scofield
Steve Macnab
Jack Sullivan
Gordon Beecroft
Glenn Hossner

RECEIVED
TECHNICAL SERVICES
APR 15 '83
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FOR

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9645 1-84

STATE OF OREGON **INTEROFFICE MEMO**

ROAD DESIGN SECTION DES 16

TO: E. S. Hunter
Assistant State Highway Engineer
Technical Services Branch

DATE: March 15, 1983

FROM: J. H. Versteeg
Road Desgin Engineer

SUBJECT: Pavement Rehabilation
Baker Interchange-Durkee Section
I-84

The right-hand (truck lane) on this 21-mile section of I-84 must be reconstructed. This project is in the Six-Year Program for $3,460,000 of FAI-4R funding. Two alternate surfacing designs; one for asphalt, the other for concrete have been developed.

The problems we are having with the asphalt inlay on the Emigrant Hill project have caused us to re-evaluate the base design for this Baker-Durkee Section of I-84.

The proposed asphalt alternate for a 10-year design is as follows:

Baker-Pleasant Valley Unit (10.8 mi.) (This included a 4" inlay in the right lane, a 2" overlay over the total width with no recycling)	$3,100,000
Pleasant Valley-Durkee Unit (This includes a 4" inlay in the right lane and "E" mix seal over the total width & permissive recycling)	$1,915,000
Total Cost 21-mile Section	$5,015,000

This proposed continuously reinforced concrete alternate provides a 25-year design on the truck lane as follows:

Baker-Pleasant Valley Unit (10.8 mi.) (This is for an 8 1/2" x 13' con. slab. A 2" o'lay of remaining pave. & no recycling of asphalt pave.	$4,260,000
Pleasant Valley-Durkee (10.2 mi.) (This is for an 8 1/2" x 13' con. slab with a 3/4" thick "E" mix over the pave. and permissive recycling)	$3,230,000
Total Cost	$7,490,000

Please note that the concrete alternate is for a 25-year design and the asphalt alternate is for a 10-year design.

Versteeg
Anderson
Adams
Macnab
Stoudenmeyer
Terpin
Trout
Wakerlig

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APR 27 1983
ROAD DESIGN SECTION

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RECEIVED TECHNICAL SERVICES
MAR 15 '83
REFER TO
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81-125-1387

It is my recommendation that we build the concrete alternate on the 10.8 mile Baker-Pleasant Valley Unit and the asphalt alternate on the Pleasant Valley-Durkee Unit at a total estimate of $6,175,000. My recommendation is based on the following:

1. We can get a very accurate cost comparison between the asphalt alternate and the concrete alternate.
2. Concrete pavements have been performing much better than the asphalt pavements over the last five to ten years.
3. Maintenance costs on the 10.8 mile concrete truck lane section would be significantly less than the asphalt alternte.
4. This will provide an opportunity to evaluate the performance of the concrete inlays and determine if this is a cost effective solution to an expensive problem with truck lanes.

We have a real need to develop cost effective solutions to our surface design problems. Without some commitment to innovative designs, we will not resolve any of these issues.

It is recommended that we resubmit a proposal to the Federal Highway Administration to construct the Baker-Durkee Section with a concrete truck lane from Baker to Pleasant Valley and the asphalt alternate from Pleasant Valley to Durkee. The total estimated cost of this proposal is $6.1 million, but I would anticipate the actual cost could be as much as a million dollars less.

Attached are copies of cost estimates dated 3-11-83 and a copy of the Federal Highway Administration's letter of 3-4-83.

JHV:rw

Attachments

PCC Alt.

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

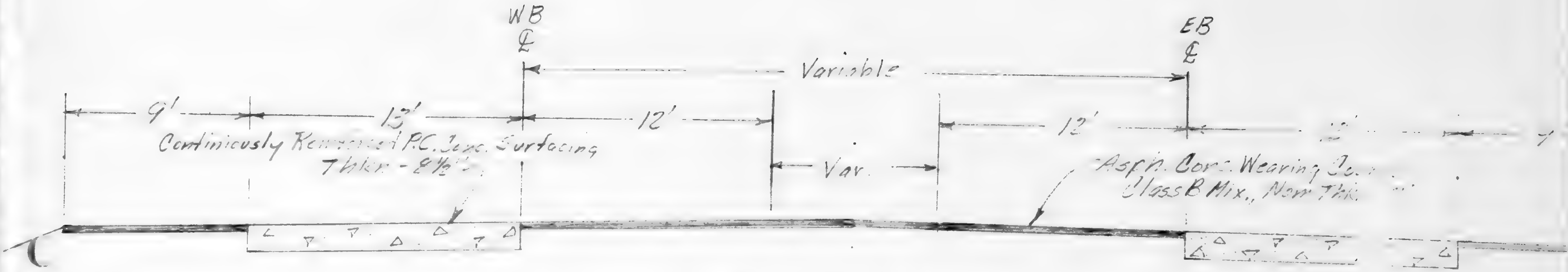
Sheet 1 of 1
Date 3-11-83

Section Baker - Pleasant Valley Unit 1
County

Kind Of Work
Length 10.8 mi.
Name Cuno

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Pvmt. Removal		Sq. Yd.	152,000	1^{75}	266,000
	Cont. Reinf. P.C.C. Pvmt. 8½" Thick		Cu. Yd.	35,830	65^{00}	2,328,950
	Class "B" A.C. (2" O-Lay of Remaining)		Ton	37,595	14^{00}	526,330
	Asph. Cem. In Mix		Ton	2444	175^{00}	427,700
					$ 3,	548,980
				+20% E & C		711,020
					$ 4,	260,000
	Pleasant Valley - Durkee Unit 2					
	Pvmt Removal		Sq. Yd.	134,200	1^{75}	234,850
	Cont. Reinf. PCC Pvmt 8½" Thick		Cu. Yd.	31,670	65^{00}	2,058,550
	3/4" Class "E" O-Lay of Remaining		Ton	12,460	32^{00}	398,720
					$ 2,	692,120
						537,880
					$ 3,	230,000

Alt. #1


WB ℄
EB ℄
Variable
9'
13'
12'
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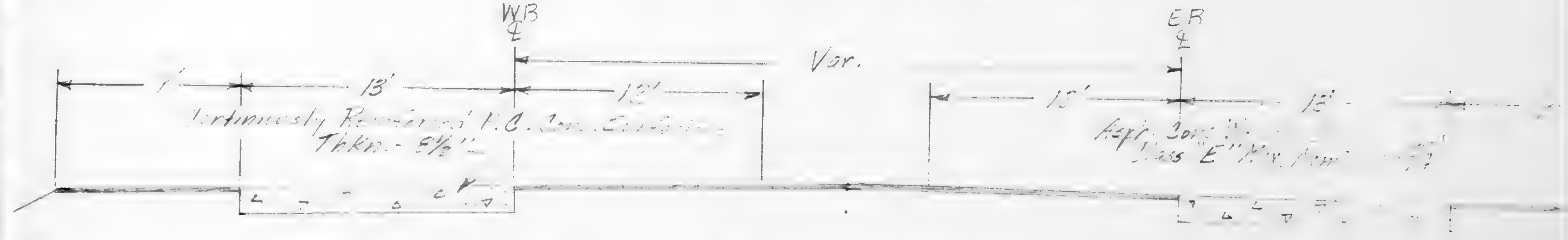
Continiously Reinforced P.C. Conc. Surfacing
Thkn. - 8½"
Asph. Conc. Wearing Co...
Class B Mix., Nom Thk.

Baker - Pleasant Valley Unit


WB ℄
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Var.
13'
12'
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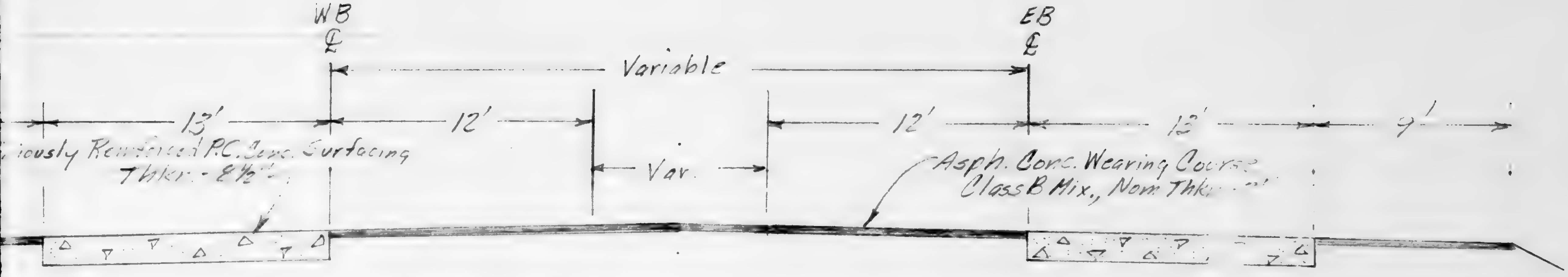
Continuously Reinforced P.C. Conc. Surfacing
Thkn. - 8½"
Asph. Conc.
Class "E" Mix, Nom.

Pleasant Valley - Durkee Unit

#1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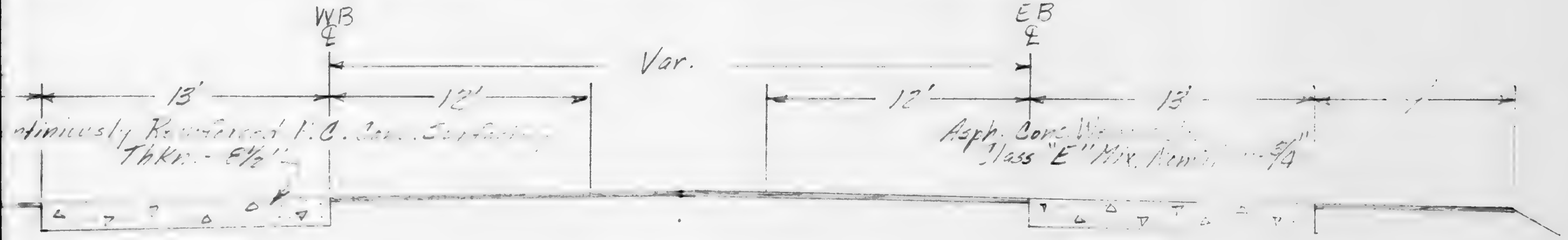
iously Reinforced P.C. Conc. Surfacing
Thkn. - 8½"
Asph. Conc. Wearing Course
Class B Mix., Nom. Thk.

Baker - Pleasant Valley Unit


WB
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13'
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ntinuously Reinforced P.C. Conc. Surfacing
Thkn. - 8½"
Asph. Conc. W
Class "E" Mix. Nomi ¾"

Pleasant Valley - Durkee Unit

A.C. A14.

OREGON STATE HIGHWAY DIVISION

SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 1

Date 3-11-83

Section Baker - Pleasant Valley Unit 1

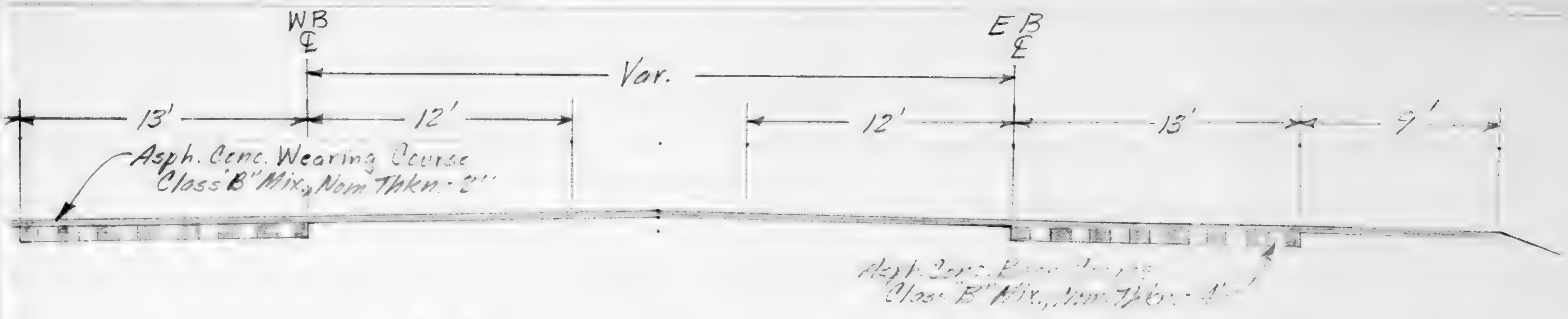
County

Kind Of Work

Length 10.8

Name Cuno

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Pvmt Removal		Sq. Yd.	152,000	1^{75}	266,000
	Asph. Conc. Mix, Class B		Ton	89,650	14^{00}	1,255,100
	Asph. Cement In Mix		Ton	5827	175^{00}	1,019,725
					$ 2,	540,825
			+20% E&C			509,175
					$ 3,	050,000^{00}
	Pleasant Valley - Durkee Unit 2					
	Pvmt Removal		Sq. Yd	134,200	1^{75}	234,850
	Class "B" A.C.		Ton	30,670	14^{00}	429,380
	Asph. Cement In B Mix		Ton	1995	175^{00}	349,125
	3/4" Class "E" Overlay		Ton	18,200	32^{00}	582,400
					$ 1,	595,755
				+20% E&C		319,245
					$ 1,	915,000^{00}


WB ℄
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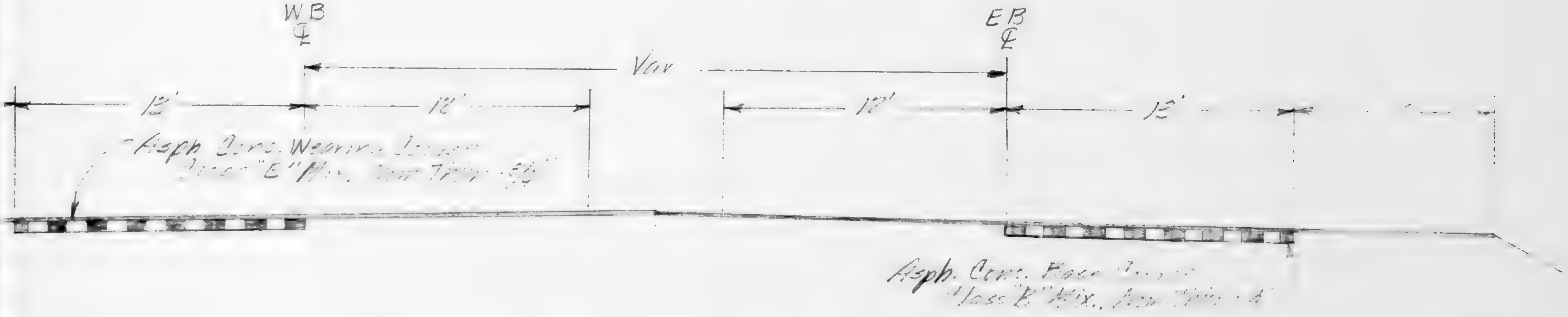
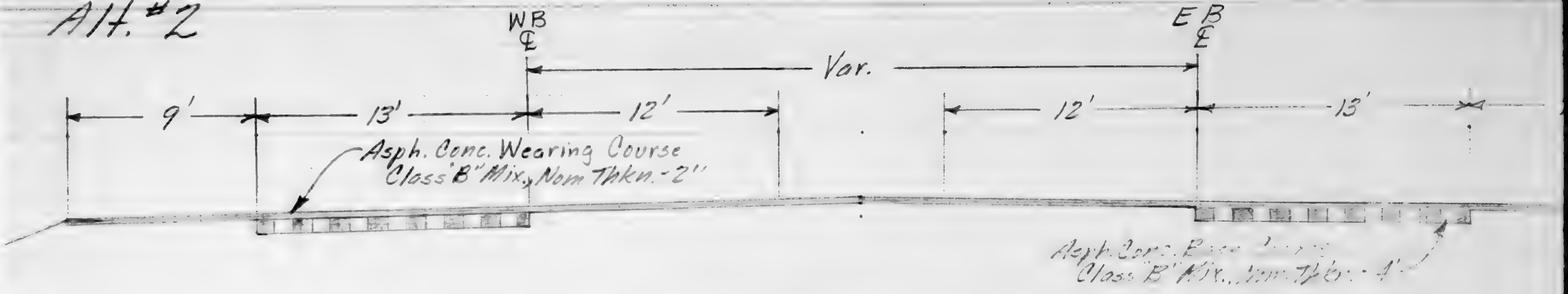
Var.
13'
12'
12'
13'
9'
Asph. Conc. Wearing Course
Class "B" Mix., Nom Thkn. - 2"
Asph. Conc. Base Course
Class "B" Mix., Nom. Thkn. - 4"

Baker - Pleasant Valley Unit


WB ℄
EB ℄
Var
13'
12'
12'
13'
Asph. Conc. Wearing Course
Class "E" Mix., Nom Thkn. - 3½"
Asph. Conc. Base Course
Class "B" Mix., Nom. Thkn. - 4"

Pleasant Valley - Durkee Unit

Alt. #2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Var.
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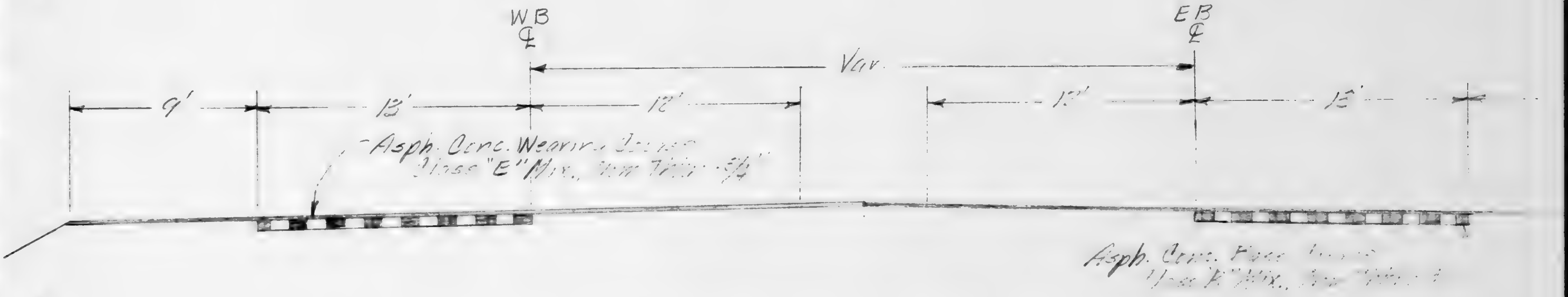
Asph. Conc. Wearing Course
Class "B" Mix., Nom Thkn. - 2"
Asph. Conc. Base Course
Class "B" Mix., Nom Thkn. - 4"

Baker - Pleasant Valley Unit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Var.
9'
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12'
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13'
Asph. Conc. Wearing Course
Class "E" Mix., Nom Thkn. - 5½"
Asph. Conc. Base Course
Class "B" Mix., Nom Thkn. -

Pleasant Valley - Durkee Unit

G645

8

U.S. Department of Transportation
Federal Highway Administration

RECEIVED TECHNICAL SERVICES
MAR 11 '83
REFER TO
FOR
Info Inves R/D O/R Sign Act File

Memorandum

THE OREGON DIVISION - SALEM

RECEIVED STATE HWY ENGR
MAR 7 '83
REFER TO Hunter
FOR
Info Inves R/D D/R Sign Act

Subject: Oregon Project IR-84-7(3)306
S. Baker Interchange - Durkee Section
Pavement Rehabilitation

Date: March ~~4~~ 11, 1983

NOTED
H. S. COULTER

Reply to Attn. of: HFO-OR

From: Division Administrator

To: Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division

What are your thoughts and recommendations?
HSC

By February 1, and February 25, memorandums Mr. Terpin provided data on alternates for rehabilitation of the AC pavement on Interstate Route 84 from South Baker Interchange to Durkee. The outside lane is severely rutted through this area due to the instability of the AC overlay which was placed in about 1976.

NOTED
H. S. COULTER

Mr. Terpin requested approval of a design providing for removal of six inches of the asphalt pavement from the outside lane and replacing it with eight and one-half inches of Continuously Reinforced Concrete Pavement. The inside lane and shoulders would receive a two and one-half inch A.C. overlay.

The other alternate considered involves removal of four inches of asphalt pavement from the outside lane and replacing it with four inches of A.C. mix composed of 50% recycled and 50% new material.

There is a tremendous cost difference in the initial construction of these two alternates. The CRCP alternate is estimated to cost four to five times more than the A.C. alternate. Based on this initial cost difference, I do not consider the proposed CRCP alternate to be cost effective.

It is generally agreed that the roadway section is structurally adequate except for the A.C. instability which is limited to the 1976 overlay material. Other sections of A.C. pavement with much higher truck volume have provided good service when properly constructed.

✓ For the above reasons I am unable to concur in Mr. Terpin's request which has a higher initial cost of about $10 million. I suggest you proceed with removal of the unstable A.C. material in the outside lane and replacement with a high quality asphalt concrete mix. A plant mix seal over the entire roadway should also be considered.

NOTED
H. S. COULTER

cy- Hal & Frank 3-11-83
Please proceed w/the A.C. alternative. Ed cc Coulter

f Robert B. Hartlaub
Dale E. Wilken

RECEIVED STATE HWY ENGR
MAR 11 '83
REFER TO
FOR
Info Inves R/D D/R Sign Act File

cc:
OSHD (F.E. Terpin, Mat)
OSHD (J.H. Versteeg, Rd Des)
Region (J. Hallin - HCM 010.2)

cy Juvaile Heaton
3-10

GENERAL FILES

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

DATE: February 25, 1983

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: Frank E. Terpin
Location Engineer

ORIGINAL SIGNED BY
FRANK E. TERPIN

SUBJECT: S. Baker Interchange-Durkee Section
Old Oregon Trail Highway
Baker County

Evaluation of life cycle costs was prepared on several basis: Alternate #1 was for reconstruction with asphalt concrete, and Alternate #2 was for reconstruction with portland cement. Details of this construction were described in our submittal of February 1, 1983.

The positive cost evaluation for portland cement construction is based on 5% per year annual inflation for the 25-year life cycle and is a comparison of actual dollar outlays required for the life cycle. Alternate #1, asphaltic concrete, requires outlay of $15.8 million and Alternate #2, portland cement, requires an outlay of $13.7 million over the 25-year cycle.

cc E. S. Hunter
J. H. Versteeg
J. T. Scofield w/att

FET:GCW:ge

NOTED
E. S. HUNTER

RECEIVED
TECHNICAL SERVICES
FEB 25 '83
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Form 734-3122

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

RECEIVED
STATE HWY ENGR
FEB 2 '83
REFER TO Schwartz
FOR

Info	Inves	R/D	D/R	Sign	Act	File
☒						

DATE: February 1, 1983

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: Frank E. Terpin
Location Engineer

ORIGINAL SIGNED BY
FRANK E. TERPIN

NOTED
W. E. SCHWARTZ

SUBJECT: South Baker-Durkee Section
Old Oregon Trail Highway (I-84)
Baker County

Submitted herewith is the surfacing design with supporting documentation for the subject project. This is a rehabilitation project to be funded with FAI-4R money.

This section has experienced heavy rutting in the outside lane in the past few years. Tests indicate that the rutting is due to instability in the A.C. placed in the last overlay projects. This instability, coupled with the volume of heavy trucks in the outside lane, has resulted in excessive rutting.

The design calls for removal of six inches of A.C. from the outside lane and replacing it with eight and one-half inches of Continuously Reinforced P.C.C. Pavement. Two and one-half inches of Class "B" A.C. will be placed on the inside lane and shoulder. The width of the C.R.P.C.C. will be 13 feet to minimize the affect of edge loadings. The C.R.P.C.C. Pavement will prevent rutting in the outside lane over a long period of time. The performance of C.R.P.C.C. Pavements on Oregon's freeways has been excellent.

There will be a minimum of three inches of the existing A.C. plus approximately 12 inches of Base Rock as a subbase for the C.R.P.C.C. Pavement. A.C. material removed from the outside lane may be recycles into the Class "B" A.C. paving. Plans are being developed for the use of the remaining Removed Asphalt Pavement on other projects in the area.

If you have any questions about this proposal, they will be promptly answered.

Your approval of this design is requested.

FET:JTS:tb ge
Attachments

bc H. S. Coulter
E. S. Hunter
J. H. Versteeg
J. T. Scofield
R. D. Hector

Form 734-3122

9275

1-84

STATE OF OREGON
LOCATION UNIT

INTEROFFICE MEMO
DES 16

TO: J. H. Versteeg
Road Design Engineer

DATE: January 31, 1983

FROM: George C. Wills
George C. Wills
Location Field Engineer

SUBJECT: S. Baker Interchange-Durkee
~~Old Oregon Trail Highway~~
Baker County

1 Versteeg ✓
Anderson
2 Adams
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
FEB 1 1983
ROAD DESIGN SECTION

Do Not File
Return To
Bring 2-18-83
Action

Reference is made to my January 21, 1983 letter which made various economic cost comparisons for A.C. and C.R.P.C. pavement strategies.

At your request, we evaluated additional costs which might accrue due to maintenance. The only disproportionate item found was for patching A.C. pavements, which appeared to contribute about $200,000 additional cost for Alternate No. 1 over Alternate No. 2 for the 25-year projected life.

Reducing these costs to the cost comparisons given in the letter of January 21, 1983 did not make a substantial change in the evaluations set forth. The change in costs were judged to be beyond the precision of the original assumptions. Therefore, costs have not been revised.

GCW:ja

Attachment

cc Frank Terpin w/copy of 1/21/83 letter
John Scofield " " " "

Contains Recycled Materials

STATE OF OREGON
HIGHWAY DIVISION - LOCATION UNIT

INTEROFFICE MEMO

TO: J. H. Versteeg
Road Design Engineer

DATE: January 21, 1983

George C. Wills 1

FROM: George C. Wills
Location Field Engineer

SUBJECT: S. Baker Interchange-Durkee
Old Oregon Trail Highway
Baker County

21

At your request, life cycle costs have been prepared for two alternative types of reconstruction treatment for the subject section. A 25-year cycle was arbitrarily selected for evaluation. Two plans were selected: Alternate #1 proposes use of asphaltic concrete; Alternate #2 proposes use of Portland cement for the outside lanes. Both plans propose to rotomill existing asphaltic concrete to allow inlay of new surfacing in the outside lanes.

Three stages of construction have been estimated for each alternate which would provide adequate surface condition until the year 2008, at which time the roadway would be in need of major repair.

The costs in 1982 dollars for each of the two alternatives are as follows:

Alternate #1 (Asphaltic Concrete)

Year 1983

Rotomill 4" AC rt. lane, replace with 4" of 50% recycle AC.

Estimated Cost $ 2.3 million

Year 1993

Place 1" AC patching rt. lane; place 2½" AC over travel lanes and shoulders; adjust guard rail.

Estimated Cost $ 5.6 million

Year 2003

Rotomill 3" AC rt. lane; replace with 3" 50% recycle AC.

Estimated Cost $ 1.7 million

TOTAL COST $ 9.6 million

Alternate #2 (Portland Cement Concrete)

Year 1983

Rotomill 6" AC rt. lane and replace with 8½" CRPCC; overlay lt. lane and shoulder with 2½" of recycle AC; adjust guard rail; remove and replace PCC barrier.

Estimated Cost $12.4 million

Year 1991

Joint repair.

Estimated Cost $ 0.4 million

Year 1999

Joint repair.

Estimated Cost $ 0.4 million

TOTAL COST $13.2 million

Computation of present worth costs on the previous basis and 5% per year inflation costs results in the following costs:

Alternate #1 (Asphaltic Concrete)

Year 1983	$ 2.3 million
Year 1993	3.5
Year 2003	0.7
Total Cost	$ 6.5 million

Alternate #2 (Portland Cement Concrete)

Year 1983	$12.4 million
Year 1991	0.3
Year 1999	0.2
Total Cost	$12.9 million

None of the previous analysis results in a positive cost relationship for Portland cement concrete construction.

If the basis of consideration is the total outlay of dollars over the next 25 years and 5% per year inflation will occur over that period the following costs may be tabulated:

Alternate #1 (Asphaltic Concrete)

Year 1983	$ 2.3 million
Year 1993	9.1
Year 2003	4.4
Total Cost	$15.8 million

Alternate #2 (Portland Cement Concrete)

Year 1983	$12.4 million
Year 1991	0.5
Year 1999	0.8
Total Cost	$13.7 million

The latter comparison indicates that Alternate #2 (Portland Cement Concrete) would cost less than Alternate #1 (Asphaltic Concrete) in road user dollars over the 25-year period.

Since it can be argued that tax revenue and business profits are not synonymous, the latter comparison can then be argued as a legitimate comparison of highway costs.

GCW:ge

STATE OF OREGON

ROAD DESIGN SECTION 378-6558

INTEROFFICE MEMO

DES 16

TO: E. S. Hunter
Assistant State Highway Engineer

DATE: January 10, 1983

FROM: J. H. Versteeg
Road Design Engineer

SUBJECT: S. Baker Interchange-Durkee Section
Old Oregon Trail Highway
Baker County

Our original plan for the subject section was to cold plane the outer travel lanes 4" deep and replace them with 4" of A.C. This is a 21 mile stretch and is estimated to cost $2.5 million.

An alternate to this plan would be to remove the outer lanes and replace with 10" of P.C.C. This is estimated to cost about $12 million.

Typical sections are attached showing both alternates.

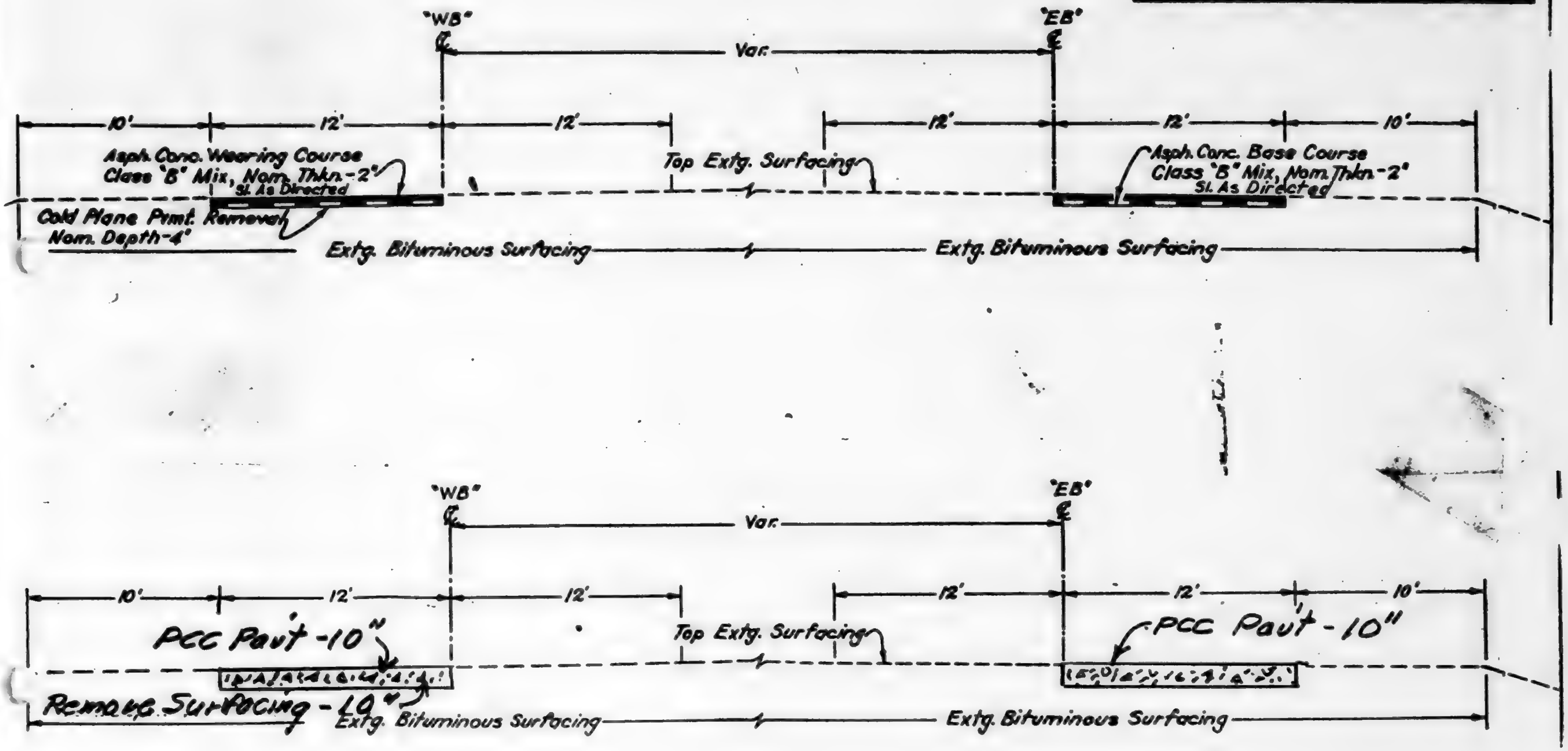
DNS:rlr
Attachment

81-125-1387

Contains Recycled Materials

TYPICAL SECTION

SOUTH BAKER INTCHGE.- DURKEE SEC. OLD OREGON TRAIL HIGHWAY BAKER COUNTY				SHEET No. 2
FED. ROAD DIV. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index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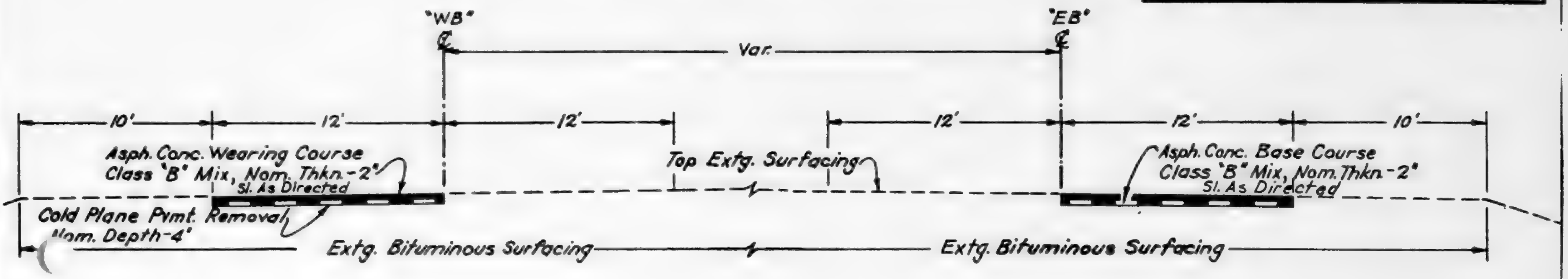
"EB" ℄
Var.
10'
12'
12'
12'
12'
10'
Asph. Conc. Wearing Course
Class "B" Mix, Nom. Thkn.-2"
Sl. As Directed
Top Extg. Surfacing
Asph. Conc. Base Course
Class "B" Mix, Nom. Thkn.-2"
Sl. As Directed
Cold Plane Pvmt. Removal
Nom. Depth-4"
Extg. Bituminous Surfacing
Extg. Bituminous Surfacing
"WB" ℄
"EB" ℄
Var.
10'
12'
12'
12'
12'
10'
PCC Pav't -10"
Top Extg. Surfacing
PCC Pav't - 10"
Remove Surfacing - 10"
Extg. Bituminous Surfacing
Extg. Bituminous Surfacing

TYPICAL SECTION

SOUTH BAKER INTCHGE.- DURKEE SEC. OLD OREGON TRAIL HIGHWAY BAKER COUNTY				SHEET No. 2
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index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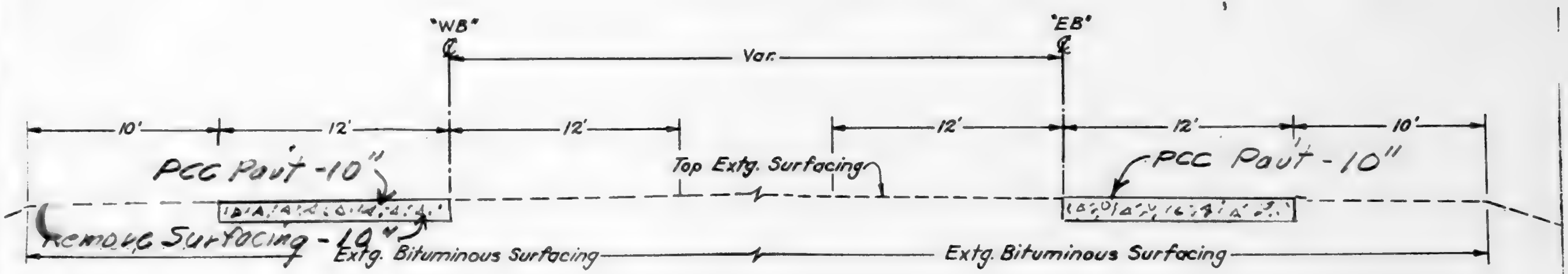
Asph. Conc. Wearing Course
Class "B" Mix, Nom. Thkn.-2"
Sl. As Directed
Top Extg. Surfacing
Asph. Conc. Base Course
Class "B" Mix, Nom. Thkn.-2"
Sl. As Directed
Cold Plane Pvmt. Removal,
Nom. Depth-4"
Extg. Bituminous Surfacing
Extg. Bituminous Surfacing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10'
PCC Pavt-10"
Top Extg. Surfacing
PCC Pavt-10"
Remove Surfacing-10"
Extg. Bituminous Surfacing
Extg. Bituminous Surfacing

I-84

STATE OF OREGON

INTEROFFICE MEMO

TO: Frank Terpin
Location Engineer

DATE: August 10, 1982

FROM: John T. Scofield
Surfacing Design Engineer

SUBJECT: S. Baker - Durkee Project - Remaining Removed Asphalt Pavement.

Plans are currently being developed for a project to remove and replace, rutted A.C. pavement in the outside lanes of the S. Baker - Durkee Section of I-84.

The rutted pavement is to be removed by cold planing to a depth of 4 inches. This depth is at the edges, and was set to remove most of the material placed in the last overlay. The cores indicate that this material has low stabilities. There is no current plan to include an overlay on the other lanes or shoulders.

The material to be removed was placed in two separate projects. The S. Baker - Pleasant Valley Section was paved out of the Briske Pit. There will be approximately 24,000 tons of Removed Asphalt Pavement (RAP) from this section.

The Pleasant Valley - Durkee Section was paved out of the Pleasant Valley Pit, and will have about 27,000 tons of RAP.

Using this RAP material in the A.C. pavement in this project is being investigated. Initial review of data from the cores indicates that the RAP from the Pleasant Valley - Durkee Section can be recycled back into the new A.C. The percentage will be between 25 and 50.

At this time it appears that there will be 24,000 tons of RAP remaining from the Briske Pit Material. There will also be from 8,000 to 12,000 tons of RAP remaining from the Pleasant Valley Pit Material. This estimate is based on using a minimum of 25 percent RAP and up to 40 percent in the base lift.

Plans need to be developed to make use of this remaining material (RAP). The RAP material from the two sources will be kept in separate piles.

This material could be used on either contract or maintenance projects on the Federal Aid System, which could include county - FAS projects. Possible usage:

1) Base material, as is, with no additional asphalt, CBE = 1.0.
2) Treated Base with 50 percent new rock and 5 percent Portland Cement or 3 percent Asphalt Emulsion, CBE = 1.5.
3) Maintenance patching material, cold mix, blend with 50 percent new rock and 3 to 5 percent Asphalt Emulsion.
4) Overlays - Cold Mix. Blend with 50 percent new rock and 3 to 5 percent Asphalt Emulsion. For flexible overlay of existing oil mat pavements, a 2 to 3 inch overlay would be suitable. This option should not be considered on highways with more than 1000 ADT.

NOTED
W. N. HACKLEMAN

NOTED
F. E. TERPIN

5) Hot Mix Recycled A.C. for either Overlays or new work. Blend with a minimum of 60 percent new aggregate, and 2 to 5 percent new asphalt. If used as a wearing surface, should be limited to approximately 2,500 ADT.

Above are some of the possible usages, but probably not the only ones. A usage plan for this RAP material needs to be developed. Your attention to this matter will be appreciated.

JTS:tb

cc: J. H. Versteeg
Robert Hector
Jim Wilson
George Wills
Corby Hartle
Joe Schlieski

1 Versteeg
Anderson
Adams
Olson
Sullivan
Terpin
Trout
Wakerlig
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AUG 17 1982
ROAD DESIGN SECTION
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RECEIVED
AUG 10 1982
LOCATION SECTION

STATE OF OREGON

INTEROFFICE MEMO

TO: D. H. Moehring, Asst. State Hwy.Engineer
Project Management Section

DATE: June 22, 1982

SUBJECT: Project request
Emigrant Springs Interchange-Meacham
Old Oregon Trail Frontage Road
Umatilla County

I am enclosing a project request for a demonstration project on the existing frontage road adjacent to Emigrant Springs Park. You are aware that quite a pile of AC materials will be left over from the Emigrant Hill-Meacham section. Our purpose with this request is to develop a worthwhile use of those kinds of materials. We have identified a four mile stretch of the frontage road which is cracking and distorted between the Emigrant Springs Interchange and the Meacham Store. It is also adjacent to our proposed AC materials stockpile site.

We propose to do a cold mix recycle overlay, three inches thick by 24 feet wide. Any shoulder work or drainage work will be done by Maintenance. They will also build the aggregate shoulders out of screen rejects after the contract work. If a chip seal is needed, that too will be placed by State Forces.

Also, I will be working with Owen Lucas to see what kinds of surfacing work should be done at the Park.

Approval of the attached documents is recommended.

R. D. Hector
Region Engineer

RDH/lm
Enc.
cc: Schwartz, W.E.
Versteeg, J.H.
Oswald, Harry
Lucas, Owen

REGON STATE HIGHWAY DIVISIO
PROJECT REQUEST

A. IDENTIFICATION:

Date: June 23, 1982

Proposed Section: Emigrant Springs Interchange-Meacham
Region:
Highway: Old Oregon Trail Frontage Road St. Hwy. No. 6 M.P. 233.9 to M.P. 237.9 Length: 4.0
County(s): Umatilla
(Attach Sketch Map)
Recommended Construction Date: June 1983
Proposed 6 YP
Method of Doing Work: Contract X St. Force
Other

B. FINANCING

	Section		Year	Funds Available
Postpone ☐		Current 6 YP		
		Recommend		
Cancel ☐		Current 6 YP		
		Recommend		

If not one of the above - Recommended Financing:

FAI ☒, FAP ☐, FAS ☐, ST. CONST. ☐, OTHER ☐

C. ROADWAY & TRAFFIC

		Width			Structures		Extg. Traffic (Year)		Proj. Traffic (Year)	
	No. Lanes	Pvmt.	Shldrs.	Walks	No.	Tot. Lng.	ADT	Service Level	ADT	Service Level
Existing Facility:	2	20'-25'					230			
Proposed Facility:	2	24'								

D. DEFINE THE PROBLEM: The pavement is cracking, distorted and showing distress throughout the section.

E. PROPOSED SOLUTION: A 3 inch overlay, 3-R concept, using 100% recycled asphalt product (RAP) is proposed.

F. REASON FOR REQUEST AT THIS TIME: A large quantity of excess RAP will be accumulated from the Emigrant Hill-Meacham project. Some of this material can be utilized on this section as a demonstration project.

G. COST ESTIMATE

Roadway Work	$ 170,000.
R/W (Approx: No. of Parcels ___, Acres ___, Any Reloc. ___).	0
Structures	0
Other (Define) shoulder rock to be placed by maintenance forces.	--
Preliminary Engineering (By Whom) State	5,700.
TOTAL	$ 175,700.

H. REQUESTED BY:
Region Engineer or Section Head

Approval/Disapproval
State Highway Engineer Date

Remarks & Action Taken:

Approval/Disapproval
Asst. Director for Operations Date

Oregon Transportation Commission

Approval Date

Form 734-1386 (3-78)

Form 81-734-3039

OREGON STATE HIGHWAY DIVISIO

AUTHORITY FOR SURVEY

Section Emigrant Springs Interchange - Meacham

Highway Old Oregon Trail Frontage Road

County Umatilla

Date June 23, 1982

Authorization No. 1

Survey Prefix .... (Assigned by Salem office)

Description of termini, route, length, etc.:

The project starts at M.P. 233.9 on the Frontage Road to I-84 to M.P. 237.9 at Meacham.

Purpose of survey:

Overlay the existing roadway with recycled AC materials.
This is to be worked into a 3R concept demonstration project.

Estimate of cost:

		Estimate of Cost
Field Survey	(901)	2,000.
Citizen Participation	(902)	
City or County	(903)	
Consultant	(904)	
Final Design	(905)	1,500.
Bridge Design	(906)	
Preliminary Design	(907)	
R/W Descriptions	(909)	
Soils and Geology	(910)	500.
Traffic	(911)	
Landscape	(912)	
Liaison	(913)	
Utility	(914)	
Photogrammetry	(916)	
Location Studies	(918)	
Engr. Graphics	(919)	
Office Engineer	(920)	
Specifications	(921)	1,500.
Environmental	(923)	200.
Foundation Exploration	(926)	
Free Bridge Design	(927)	
Seminars	(950)	
Hearings	(980)	
Equal Opportunity	(985)	
Advisory Committees	(986)	

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey . . . . . . $............

Previous authorization . . . .

Additional authorization requested . . . .

Additional authorization approved (Salem) . ...

Total all authorizations approved (Salem) . . ..

Requests made by:

.... Field Engineer

Recommended for Approval:

.... Regional Engineer

Recommended for Approval:

.... Location Engineer

Approved:

.... Assistant State Highway Engineer

SP*19960-734

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

DATE June 23, 1982

PREFIX

1 - IDENTIFICATION

PROJECT NAME
Emigrant Springs Interchange-Meacham

HIGHWAY NAME Old Oregon Trail Frontage Road	HIGHWAY NUMBER 6

REGION 5	ADMINISTRATIVE DISTRICT 12	COUNTY Umatilla	CITY
LENGTH 4.0	MILEPOST NUMBER 233.9 TO 237.9	☒ RURAL	☐ URBAN

LOCAL GOVERNMENT PROJECT? ☐ YES ☒ NO
IF YES, UNIT OF GOVERNMENT

TYPE OF FUNDS
☒ FAI ☐ FAP ☐ FAS ☐ STATE ☐ FAUS ☐ OTHER

METHOD OF CONSTRUCTION
☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK
☐ GRADING ☒ PAVING ☐ STRUCTURE ☐ SIGN ☐ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

PROJECT DESCRIPTION

This project proposes a 3 inch overlay, 3-R concept, of a four mile section of the Frontage Road at Meacham. Anticipated is the cold mix recycling of excess AC materials from the Emigrant Hill-Meacham, I-84 project.

This will be a demonstration project to develop worthwhile uses of recycled AC products.

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME) 230	PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME)

LEVEL OF SERVICE		A	B	C	D	E	F
	EXISTING	☐	☐	☐	☐	☐	☐
	PROPOSED	☐	☐	☐	☐	☐	☐

DESIGN SPEED (MPH)	DESIGN STANDARDS	TRAFFIC ANALYSIS ☒ LIGHT ☐ MEDIUM ☐ HEAVY

3 - FEATURES	EXISTI[illegible] NUMBER AND WIDTH	[illegible]POSED NUMBER AND WIDTH
TRAVEL LANES	2 - 10 to 12 feet	2 - 12 feet
SHOULDERS	None	None
MEDIANS		
PARKING LANES		
SIDEWALKS		
BIKEWAYS		
INTERCHANGES		
OTHER:		

	YES	NO	MAYBE		YES	NO	MAYBE
Channelization	☐	☒	☐	Right of Way (cont.) Improvements	☐	☒	☐
Frontage Roads	☐	☒	☐	Access Control	☐	☒	☐
Traffic Signals	☐	☒	☐	Railroad Crossing	☐	☒	☐
Signing	☐	☒	☐	At Grade	☐	☒	☐
Illumination	☐	☒	☐	Separated	☐	☒	☐
Structures	☐	☒	☐	Railroad Encroachment	☐	☒	☐
Stage Construction	☐	☒	☐	Permits	☐	☐	☒
Pedestrian Crossing	☐	☒	☐	Conditional Use	☐	☒	☐
Rest Area	☐	☒	☐	Flood Plain	☐	☒	☐
Truck Scale Site	☐	☒	☐	Irrigation District	☐	☒	☐
Landscaping	☐	☒	☐	Water District	☐	☒	☐
Drainage	☐	☒	☐	Drainage District	☐	☒	☐
River ______	☐	☒	☐	Div. of State Lands	☐	☐	☐
Stream ______	☐	☒	☐	Dept. of Geology & Min. Ind.	☐	☐	☒
Storm Sewer	☐	☒	☐	Corps of Engineers	☐	☐	☐
Sanitary Sewer	☐	☒	☐	Coast Guard	☐	☐	☐
Right of Way	☐	☒	☐	DEQ NPS Air Pollution	☐	☐	☒
Simple Acquisition	☐	☒	☐	DEQ NPS Water Pollution	☐	☒	☐
Complex Acquisition	☐	☒	☐	Building	☐	☒	☐
Relocations	☐	☒	☐	Fish & Wildlife Approval	☐	☐	☐

3 - FEATURES (cont.)

	S	NO	MAYBE		YES	NO	MAYBE
Agreements (City-County Etc.)	☐	☒	☐	Hydraulics Study	☐	☒	☐
Environmental Assessment	☐	☐	☐	Soils Investigation	☐	☒	☐
Statewide Assessment	☐	☐	☐	Airport Clearance	☐	☒	☐
Negative Declaration	☐	☐	☐	Economic Analysis	☐	☒	☐
Environmental Impact Statement	☐	☐	☐	Requires Field Survey	☒	☐	☐
4-F Statement	☐	☒	☐	Old Survey Available	☐	☒	☐
Citizen Advisory Committee	☐	☒	☐	Requires Vicinity Map	☐	☒	☐
Public Hearing ____________	☐	☒	☐	Requires Photogrammetry	☐	☒	☐
Borrow Source	☐	☒	☐	Requires Reconnaissance Survey	☐	☒	☐
Material Source	☐	☐	☒	Reconnaissance Available	☐	☒	☐
Utilities	☐	☒	☐	Design Review	☒	☐	☐

Type ____________________________

4 - WORK ITEMS

TO BE PERFORMED BY

	APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☐	☒	☐
RIGHT–OF–WAY	☐	☐	☐ None required
CONSTRUCTION ENGINEERING	☐	☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	
CORRIDOR APPROVAL	( )	
FIELD SURVEY	( )	
PRELIMINARY DESIGN	( )	
DESIGN APPROVAL/FINAL EIS	( )	
RIGHT-OF-WAY DESCRIPTIONS	( )	
RIGHT-OF-WAY ACQUISITION	( )	
P.S. & E. DOCUMENTS	( )	

RECOMMENDED CONSTRUCTION DATE June, 1983 (Region) ____________ (Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING
3" recycled asphalt product 24 feet wide		X

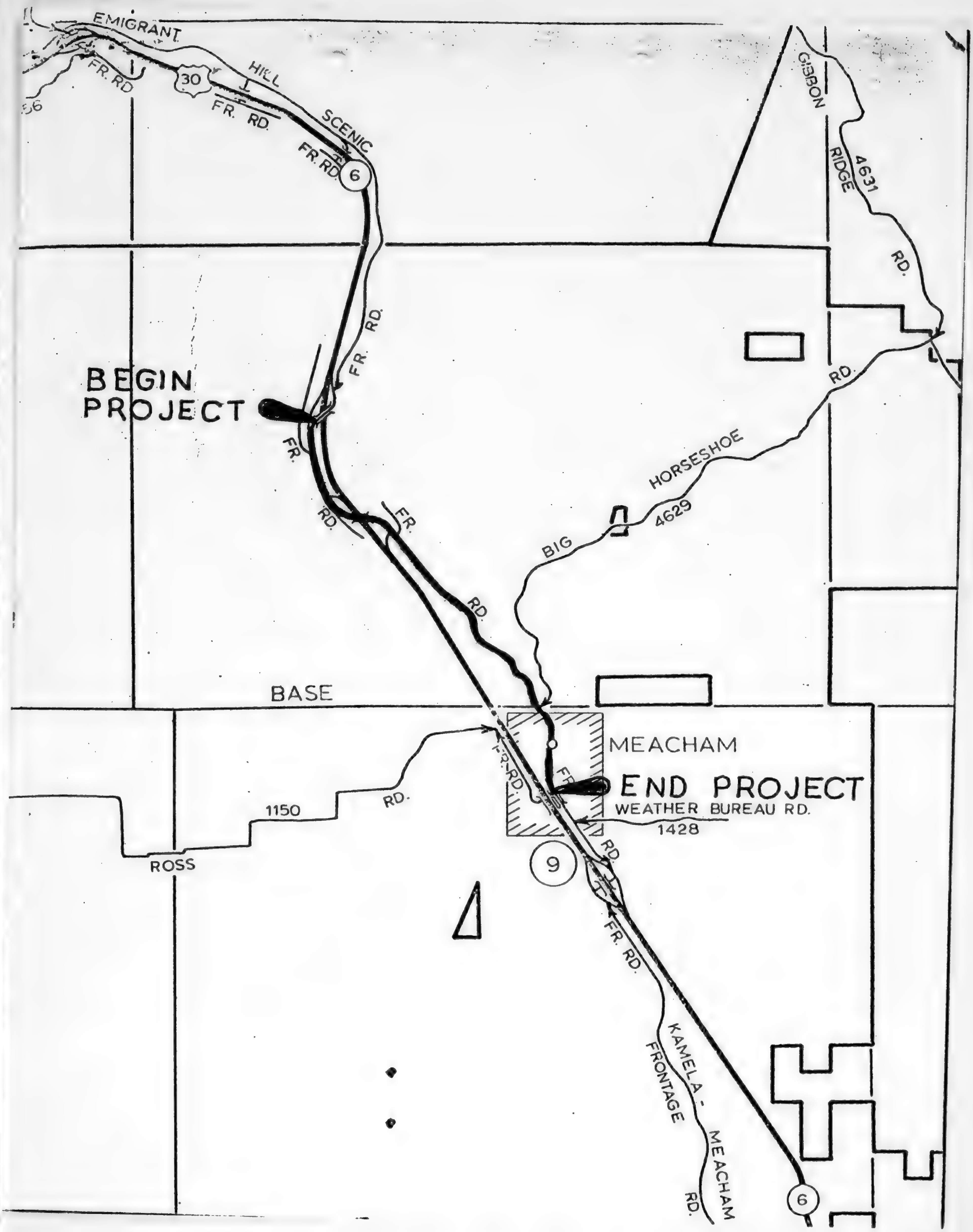
7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	5,700.	
RIGHT OF WAY		
TRAFFIC CONTROL	200.	
ILLUMINATION		
STRUCTURES		
RAILROAD		
ROADWAY	170,000.	
OTHER		
ENGINEERING & CONTINGENCIES		
PROJECT TOTAL	175,900.	

SUBMITTED BY


EMIGRANT HILL SCENIC
30
FR. RD.
56
FR. RD.
FR. RD.
6
GIBSON RIDGE 4631 RD.
FR. RD.
BEGIN PROJECT
FR. RD.
FR. RD.
BIG HORSESHOE 4629 RD.
BASE
MEACHAM
END PROJECT
WEATHER BUREAU RD.
1428
FR. RD.
FR. RD.
ROSS 1150 RD.
9
FR. RD.
KAMELA - MEACHAM FRONTAGE RD.
6

9045 8

U. S. DEPARTMENT OF TRANSPOR TION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IR-84-7(3)306

2. STATE PROJECT NO. See below

2A. COUNTY NAME Baker

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 20036

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 1-22-82	8. FEDERAL ROUTE NUMBER Interstate 84	9. STATE ROUTE NUMBER Primary 6

10. GENERAL LOCATION:
South Baker Interchange -Durkee Section

11. GENERAL DESCRIPTION OF WORK
Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION Including utility preparatory work TEC $35,400 - FF $32,645.
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS
As requested by Mr. Swan's PEA dated 1-20-82.

RECEIVED
STATE HWY ENGR
JAN 27 '82
REFER TO [illegible]
FOR
Info Inves R/D D R Sign Act File

orig

14. DATE 1-22-82	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE for Division Administrator

FORM PR-1240 PREVIOUS EDITIONS MAY BE USED
(Rev. 12-79)

9045

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration
Salem, Oregon 97301

OREGON DEPT. OF TRANSPORTATION-HIGHWAY DIVISION
ADDENDUM TO LOCATION PROSPECTUS AND
REQUEST FOR FEDERAL AID
PRELIMINARY ENGINEERING AUTHORIZATION

PROJECT LOCATION	APPN CODE	ITEM NO.	PROJECT NO.	ROUTE NO. FED. I	ROUTE NO. STATE
I-84, S. Baker Int., S. 21 mi. "S. Baker Intchge.-Durkee Sec."	044	20036	IR-84-7(3)306	84	6

Access Control Full Parking Restrictions Complete System Revision None

Airports (within 2 Mi.) None ROW N/A

Water Development None Recreation & Historical Areas None

Baker (001)

A-95 Review:

State Cl. Ho. .... Exempt X Date Approved ____

Dist. 13 Cl. Ho. ..... Exempt X Date Approved ____ No Reply ___

Project Environmental Assessment: FHWA Concurrence Dated 2/25/80 (Statewide)

1-EIS ___ 2-Categorical Exclusion X 3-Draft Assessment & FONSI ___

Notes: (1) Project in Congressional District 2.

(2) In FY "82" AP in Preliminary 6 Yr. HIP on page 28, #527.

I request authorization to proceed with the PRELIMINARY ENGINEERING work checked below:

X All Phases
___ All Phases thru Final Envir. Document
___ Incl. Archeological Salvage
___ " Util. Preparatory Work
___ " R.R. Preparatory Work

Est. Proj. Cost:

	TEC NTE	$ 35,400
92.22	FF	$ 32,645
	STATE	$ 2,755
	___	$

For PR-37:
Field Phase $ ____
PS&E Phase $ ____

REMARKS: 1) Attached is a copy of "Authority for Survey" & project maps.

JLG:bkc

DATE	SIGNATURE OF REQUESTING OFFICIAL	TITLE
1-20-82	D.E. SWAN, P.E.	OPERATION PROGRAMMING ENGINEER

cc: GENERAL FILES

96-45 7-84

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

DATE

PREFIX

1 - IDENTIFICATION

PROJECT NAME: South Baker Interchange - Durkee

HIGHWAY NAME: Old Oregon Trail

HIGHWAY NUMBER: 6

REGION 5	ADMINISTRATIVE DISTRICT 13	COUNTY Baker	CITY
LENGTH 21.0	MILEPOST NUMBER 306.4 TO 327.4	☒ RURAL	☐ URBAN

LOCAL GOVERNMENT PROJECT? ☐ YES ☒ NO

IF YES, UNIT OF GOVERNMENT

TYPE OF FUNDS: ☒ FAI ☐ FAP ☐ FAS ☐ STATE ☐ FAUS ☐ OTHER

METHOD OF CONSTRUCTION: ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK: ☐ GRADING ☒ PAVING ☐ STRUCTURE ☐ SIGN ☐ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

PROJECT DESCRIPTION

Remove right hand driving lane, EB and WB, recycle and repave.

1 Verstuag ✓
Anderson
2 Adams
3 Olson
Sullivan
Terpin
Trout
4 Wakerlig

RECEIVED
JAN 20 1982
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring /
Action

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME): 1980- 3650

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME)

LEVEL OF SERVICE	A	B	C	D	E	F
EXISTING	☐	☒	☐	☐	☐	☐
PROPOSED	☐	☒	☐	☐	☐	☐

DESIGN SPEED (MPH): 55

DESIGN STANDARDS: N/A

TRAFFIC ANALYSIS: ☒ LIGHT ☐ MEDIUM ☐ HEAVY

APPROVED
Frank E. Terpin
Location Engineer
Date 1-11-82

FORM

FORM 734-1730 (12-78) Page 1

3 - FEATURES	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH
TRAVEL LANES	two 12'	two 12
SHOULDERS	one 6'; one 10'	one 6'; one 10'
MEDIANS		—— ——
PARKING LANES		—— ——
SIDEWALKS		—— ——
BIKEWAYS		—— ——
INTERCHANGES		—— ——
OTHER:		

	YES	NO	MAYBE
Channelization	☐	☒	☐
Frontage Roads	☐	☒	☐
Traffic Signals	☐	☒	☐
Signing	☐	☒	☐
Illumination	☐	☒	☐
Structures	☐	☒	☐
Stage Construction	☐	☒	☐
Pedestrian Crossing	☐	☒	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☐	☒	☐
Drainage	☐	☒	☐
River ________	☐	☒	☐
Stream ________	☐	☒	☐
Storm Sewer	☐	☒	☐
Sanitary Sewer	☐	☒	☐
Right of Way	☐	☒	☐
Simple Acquisition	☐	☒	☐
Complex Acquisition	☐	☒	☐
Relocations	☐	☒	☐

	YES	NO	MAYBE
Right of Way (cont.) Improvements	☐	☒	☐
Access Control	☐	☒	☐
Railroad Crossing	☐	☒	☐
At Grade	☐	☒	☐
Separated	☐	☒	☐
Railroad Encroachment	☐	☒	☐
Permits	☐	☐	☒
Conditional Use	☐	☒	☐
Flood Plain	☐	☒	☐
Irrigation District	☐	☒	☐
Water District	☐	☒	☐
Drainage District	☐	☒	☐
Div. of State Lands	☐	☒	☐
Dept. of Geology & Min. Ind.	☐	☐	☒
Corps of Engineers	☐	☒	☐
Coast Guard	☐	☒	☐
DEQ NPS Air Pollution	☐	☐	☒
DEQ NPS Water Pollution	☐	☒	☐
Building	☐	☒	☐
Fish & Wildlife Approval	☐	☒	☐

3 - FEATURES (cont.)

	YES	NO	MAYBE		YES	NO	MAYBE
Agreements (City-County Etc.)	☐	☒	☐	Hydraulics Study	☐	☒	☐
Environmental Assessment	☐	☒	☐	Soils Investigation	☒	☐	☐
Statewide Assessment	☒	☐	☐	Airport Clearance	☐	☒	☐
Negative Declaration	☐	☒	☐	Economic Analysis	☐	☒	☐
Environmental Impact Statement	☐	☒	☐	Requires Field Survey	☒	☐	☐
4-F Statement	☐	☒	☐	Old Survey Available	☒	☐	☐
Citizen Advisory Committee	☐	☒	☐	Requires Vicinity Map	☐	☒	☐
Public Hearing ______	☐	☒	☐	Requires Photogrammetry	☐	☒	☐
Borrow Source	☐	☒	☐	Requires Reconnaissance Survey	☐	☒	☐
Material Source	☒	☐	☐	Reconnaissance Available	☒	☐	☐
Utilities	☐	☒	☐	Design Review	☐	☒	☐

Type ______

4 - WORK ITEMS

TO BE PERFORMED BY

	APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☐	☒	☐
RIGHT–OF–WAY	☐	N/A ☐	☐
CONSTRUCTION ENGINEERING	☐	☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	— —
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	— —
CORRIDOR APPROVAL	( )	— —
FIELD SURVEY	(2.0)	— —
PRELIMINARY DESIGN	( )	— —
DESIGN APPROVAL/FINAL EIS	( )	— —
RIGHT-OF-WAY DESCRIPTIONS	( )	— —
RIGHT-OF-WAY ACQUISITION	( )	— —
P.S. & E. DOCUMENTS	( )	4

RECOMMENDED CONSTRUCTION DATE 1985 ______ (Region) ______ (Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING
No change in base design. Proposal is to remove 4" of existing A.C. in the right hand lane (both EB and WB), recycle and repave.		

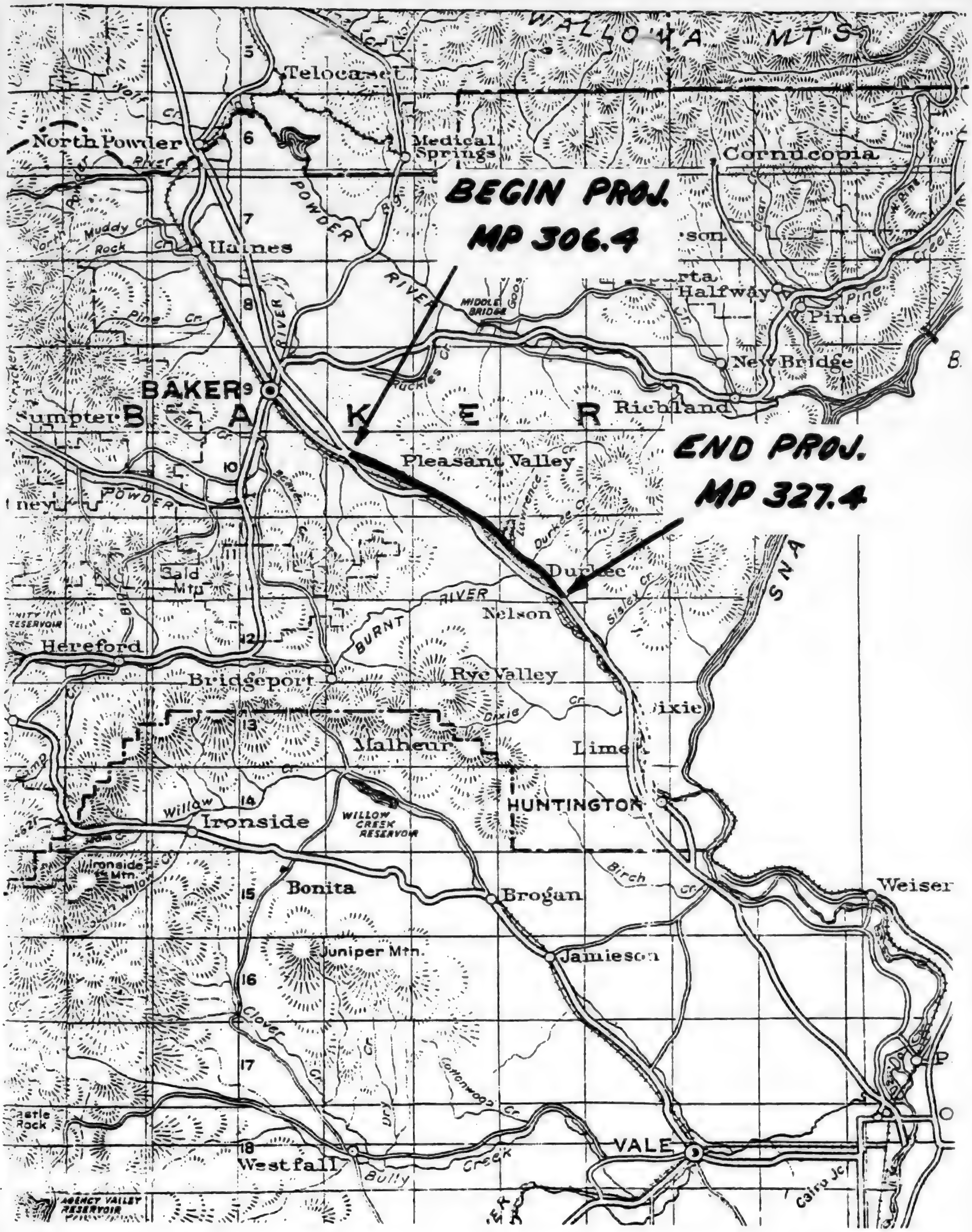
7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	10,000	35,400
RIGHT OF WAY		
TRAFFIC CONTROL		
ILLUMINATION		
STRUCTURES		
RAILROAD		
ROADWAY	2,569,503	
OTHER	47,142	
ENGINEERING & CONTINGENCIES	525,329	
PROJECT TOTAL	3,151,974	3,177,374

SUBMITTED BY Shirley Scott



BEGIN PROJ.
MP 306.4

END PROJ.
MP 327.4

WALLOWA MTS
Telocaset
North Powder
Medical Springs
Cornucopia
POWDER RIVER
Haines
Muddy Cr.
Rock Cr.
Pine Cr.
Middle Bridge
Sparta
Halfway
Pine
New Bridge
Richland
BAKER
B A K E R
Sumpter
Elk Cr.
Pleasant Valley
Lawrence Cr.
Durkee Cr.
Durkee
Nelson
SNA
BURNT RIVER
Sisley Cr.
Bald Mtn.
Hereford
Bridgeport
Rye Valley
Dixie Cr.
Dixie
Malheur
Lime
HUNTINGTON
Willow
Ironside
Willow Creek Reservoir
Ironside Mtn.
Bonita
Brogan
Birch Cr.
Weiser
Jamieson
Juniper Mtn.
Clover Cr.
Cottonwood Cr.
Dry Cr.
Castle Rock
VALE
Westfall
Bully Creek
Cairo Jc.
Agency Valley Reservoir
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1983 Oregon City-New Era Sec. 9646
of Pacific Hwy. E. beginning in Oregon
City. (Rock Slope Protection & Paving)

STATE COPY

US Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 2	COUNTY Clackamas	DIVISION Oregon
DATE OF REPORT 9/7/84	REPORT MADE BY T. P. Lowe, Area Engineer		PROJECT NO. F-26(28)
COMPLETION DATE (Actual) 9/24/83	ACCEPTANCE DATE BY CONRTACT AGENCY 1/6/84	TIME ELAPSED 93 %	CONTRACT TIME 100 days

LOCATION

See below

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)

A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

OREGON CITY - NEW ERA
PACIFIC HIGHWAY EAST
Rock Slope Protection & Paving

This project provided for scaling two section on near vertical blocky basalt cuts. Rock fall onto the travel lanes had been a problem for many years. Following clearing and scaling the worst areas were covered with a chain-link mesh. Also, the travel way was overlaid with A.C. following the scaling operation.

The final cost of $185,000 was the same as ther original authorization.

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
OCT 1 '84
REFER TO
Fredrickson
FOR

Info	Inves	R/D	D/R	Sign	Act	File

cy
10/9

ACCEPTANCE OF PROJECT IS RECOMMENDED	ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION
SIGNATURE T. P. Lowe Original Signed by T. P. LOWE	SIGNATURE G. K. Hossner Original Signed by G. K. HOSSNER Field Operations Engineer
TITLE Area Engineer — DATE 9/27/84	TITLE Field Operations Engineer — DATE 9/27/84

FORM FHWA 1446B PREVIOUS EDITIONS MAY BE USED.

January 19, 1984

United Pacific Insurance Company
Bond Department
33405 - 8th Avenue So. C-3000
Federal Way, WA 98003

CON 5
#9646

Gentlemen or Ladies:

On January 9, 1984, we wrote to you concerning release of final payment on Contract No. 9646 awarded to Auburn Construction Co., for work on the Oregon City-New Era (M.P. 13.18-13.38 and M.P. 17.35-17.75) Section of the Pacific Highway East in Clackamas County.

Final payment on this contract is $1,940 and the total contract amount is $159,766. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dc

cc: Auburn Construction Co.
P. O. Box 676
Wilsonville, OR 97070

bc: C. T. Keasey
Walt Hart
E. L. Hardt

9646

S

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISIO

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION Oregon City --- New Era	WEEK ENDING: November 5, 1983
		SECTION PREFIX: 003-1052
	HIGHWAY: Pacific Highway East	COUNTY: Clackamas
NAME OF JOB:	KIND OF WORK: Rock Slope Protection	
CONTRACTOR: Auburn Construction Co.	CONTRACT NUMBER: 9646	FEDERAL AID PROJECT NUMBER: F-26(28)
DATE OF CONTRACT: June 3, 1983	DATE WORK STARTED: June 13, 1983	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK:	SPECIFIED WORK DAYS:	WORK DAYS USED:
MEN: 0 SUPERVISION: 0	SPECIFIED CALENDAR DAYS: 90	CALENDAR DAYS USED: 84
	SPECIFIED COMPLETION DATE:	PERCENT OF TIME ELAPSED: 93
PROJECT AUTHORIZATION: $ 184,454.53		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $ 169,828.18	ENGINEERING AUTHORIZATION: $ 14,626.35	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 162,059.50	ENGINEERING COST TO DATE: $ 14,000.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: underrun 5 %	PERCENT OF AUTHORIZATION: 96 %	DATE PROJECT WAS COMPLETED: September 24, 1983

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100				100			

	GRADING	SURFACING	Chain Mesh	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)			66,500 SF		1000 Ton
TOTAL QUANTITIES CORRECTED TO DATE			64,262 SF		1019 Ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			64,262 SF		1019 Ton
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Rain	0		
MONDAY	Cloudy	0		
TUESDAY	Rain	0		
WEDNESDAY	Rain	0		
THURSDAY	Rain	0		
FRIDAY	Showers	0		
SATURDAY		0		

RECEIVED
NOV 7 1983
CONSTRUCTION SECTION

GE
CAE
FOE D
OCS
SCS
FSO
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CA
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FE
CP

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	No activity 10-30 to 11-5-83
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

SUMMARY: Project work completed.

ANTICIPATED: Semi-final submitted. Final Report.

SIGNED Gary Kennen LOCATION Portland

Gary Kenhen, Project Manager

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

September 28, 1983

CON

Auburn Construction Company
P. O. Box 676
Wilsonville, OR 97070

Time Extension Request
Oregon City - New Era
Contract No. 9646
FAP No. F-26(28)

Your request for additional contract time in which to complete the above project has been carefully reviewed. You requested 31 additional calendar days as a result of an overrun in the amount of scaling required. Our analysis concludes that the delay amounted to 16 calendar days and therefore a contract time adjustment of an additional 16 calendar days is hereby granted. The adjusted contract time for completion of this project is 106 calendar days.

Should you wish to review this matter further, please contact Project Manager, Gary Kennen.

W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

OBJ:mk st

bc H. S. Coulter
C. T. Keasey
Al Harwood w/att.
Gary Kennen w/att.
FHWA w/att.
Bob Church

STATE OF OREGON

INTEROFFICE MEMO

TO: Marion Craft
Region Construction Engineer

DATE: September 7, 1983

FROM: Gary Kennen
Gary Kennen
Project Manager

SUBJECT: Oregon City -- New Era
Contract: 9646

OM MRE OE PPM [✓ CE]
TOS RECEIVED ME
US SEP - 9 1983 PDM
CSA Metro Region TAM
SO PA EM BUD LM

Attached you will find a request for an extension of time from Auburn Construction Company on Contract No. 9646.

Auburn is requesting an extension of 31 calendar days due to unanticipated heavy clearing and rock scaling.

I believe that some of this time is justified, however, 31 days seems excessive. Scaling has overrun by 189.5 hours. On an average, two scalers have been on the project each day.

I would recommend a 16 calendar day extension.

GK:cls

9-20-83

W. E. Schwartz -

I concur with P.M. & Region. Scaling had a direct bearing on time required, and 600 hrs. were included in the contract quantities. Therefore $\frac{95}{8} \times 1.4 = 16$ calendar days.

O. B. Jackmond

9-13

CC: Bryant Jackmond with original attach.

I concur in Kennen's recommendation of 16 days.

Marion Craft

CE — CAE — FOE — OCS — SCS — EEO
RECEIVED
SEP 13 1983
CONSTRUCTION SECTION
OM — CA — LS — TC — FE — CP

Contains Recycled Materials

9646

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-26(28)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Clackamas

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 20081

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 6/16/83

8. FEDERAL ROUTE NUMBER Primary 26

9. STATE ROUTE NUMBER Primary 1E

10. GENERAL LOCATION:

Oregon City - New Era

11. GENERAL DESCRIPTION OF WORK

Furnish herbicide

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON ~~AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 6/16/83 as requested in Mr. Keasey's letter of 7/11/83 as being cost effective for the use of State Forces to proceed with the above work. State Force Order No. 3 is approved for a TEC of $433.50 Federal Funds $382.

RECEIVED
STATE HWY ENGR
JUL 20 '83
REFER TO [illegible]
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig to
7/20

14. DATE 7/18/83

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240 PREVIOUS EDITIONS MAY BE USED

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-26(28)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Clackamas

3. FROM

Dale E. Wilken, Division Administrator
FHWA Oregon Division
Salem, Oregon

4. PROGRAM NO.

5. ITEM NO. 20081

6. TO

Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 6-10-83

8. FEDERAL ROUTE NUMBER Primary 26

9. STATE ROUTE NUMBER Primary 1E

10. GENERAL LOCATION:

OREGON CITY - NEW ERA

11. GENERAL DESCRIPTION OF WORK

FABRICATE, INSTALL, MONITOR, AND EVALUATE EXPERIMENTAL DIAMOND BARRICADES

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON ~~AN AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of June 10, 1983, as requested in Mr. Keasey's July 6, 1983 letter as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 2 is approved for a TEC of $2,600 - Federal Funds $2,292.

(NOTE: Diamond Barricade and Vertical Panel Experimental Project Work Plan approved April 19, 1983)

RECEIVED
STATE HWY ENGR
JUL 18 '83
REFER TO Potter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Orig to
7/18

14. DATE 7-13-83

15. SIGNATURE OF APPROVING OFFICIAL E J Walach

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-78) PREVIOUS EDITIONS MAY BE USED

9646

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 6-184	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Clackamas
MODIFICATION NUMBER 1		Project Number F-26(28)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on May 21, 19 82, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 37,100.00	$ 221,270.00
Federal funds	$ 32,710.00	$ 195,055.00
Other revisions		

This modification is made for the following reasons: to add the construction phase.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 27th day of June, 19 83.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Harry A Potter

Manager, Program Section
(Title)

~~By~~XXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______________________
(Division Administrator)
For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon June 21, 1983

Federal-Aid Project No. F-26(28)

Oregon City-New Era Mile Points (13.18-13.38)(17.35-17.75)
Pacific East Highway Section
Clackamas County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code PENG

Preliminary Engineering		All Required		$ 37,100.00

Type Code Y007
Rock Screen Slope Protection & Paving

Mobilization		All Required		$ 14,590.00
Temporary Protection and Direction of Traffic		All Required		2,490.00
Temporary Signs	450	Sq. Ft.	4.50	2,025.00
Temporary Barricades	4	Each	50.00	200.00
Flagmen	1,000	Hour	10.00	10,000.00
Front End Loader	300	Hour	25.00	7,500.00
Dump Truck	300	Hour	32.00	9,600.00
Scalers	600	Hour	24.24	14,544.00
Scalers Helpers	600	Hour	23.74	14,244.00
Cable Anchors	32	Each	98.00	3,136.00
3/8 inch Steel Cable	5,800	Lin. Ft.	1.12	6,496.00
Chain Link Mesh Mat.	66,500	Sq. Ft.	.66	43,890.00
Class "C" Asphalt Concrete	1,000	Ton	29.25	29,250.00
Roadside Seeding and Mulching	3	Acre	650.00	1,950.00
				$ 159,915.00

Anticipated Items

Permanent Pavement Striping		All Required		$ 2,350.00
				2,350.00

Subtotal	$ 162,265.00
Engineering	21,905.00
Total	$ 184,170.00

Work Retained in Program

Herbicide (S.F.)	All Required	$ 250.00
Length of Project		0.00 mi.

SUMMARY OF FUNDS (88.15%)

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 37,100.00	$ 32,710.00	$ 4,390.00
Slope Protection and Paving	184,170.00	162,345.00	21,825.00
Total	$ 221,270.00	$ 195,055.00	$ 26,215.00

Group 1	100%
Contract No.	~~9597~~ 9646
Prefix:	3-1927
Prefix:	3-1052

2

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 6-60	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 5-21-82	State Oregon County Clackamas Project No. F-26(8) (28)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 99E 0.6 mi. N. S.C.L. Oregon City, S. 4.5 mi.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	5-13-82	0.53
RIGHTS-OF-WAY		
CONSTRUCTION		
OTHER *(Specify)*		

FUNDS PRO RATA 88.18%

ESTIMATED TOTAL COST OF PROJECT $ 37,100.00	FEDERAL FUNDS $ 32,710.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By
Program Management Engineer
(Title)
XX For: H.S. Coulter, P.E.
State Highway Engineer
(Title)
By
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
By
(Division Administrator)
For: Dale E. Wilken
Date executed by Division Administrator [illegible] 21 1982

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Gen File

Oregon State Highway Division
Salem, Oregon May 19, 1982

Federal-Aid Project
No. F-26~~(8)~~28

Oregon City-New Area (M.P. 13.18-13.34 and M.P. 17.35-17.72) Section
SR 99E in Clackamas County

PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required	$37,100.00
	TOTAL	$37,100.00

Length of Project ------------ 0.53 mi.

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 37,100.00	$ 32,710.00	$ 4,390.00
Retain in Program			
Contract Work	410,400.00	361,890.00	48,510.00
TOTAL	$447,500.00	$394,600.00	$52,900.00

Group 1 100%
Prefix:

r11 9646

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: F-26(28)

2. STATE PROJECT NO.: See below

2A. COUNTY NAME: Clackamas

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 20081

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 5/4/83

8. FEDERAL ROUTE NUMBER: Primary 26

9. STATE ROUTE NUMBER: Primary 1E

10. GENERAL LOCATION:
Oregon City - New Era Section

11. GENERAL DESCRIPTION OF WORK
Revised PS&E

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)*
Permanent Pavement Striping S.F. $2,350

13. REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Potter's 5/2/83 request and certifying statements are accepted.

Revised PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $253,200 Federal Funds $223,195.

A signed copy of the Title Sheet is retuned herewith.

(Decrease TEC $18,172 Federal Funds $16,019)

RECEIVED
STATE HWY ENGR
MAY 17 '83
REFER TO Potter
FOR
Info	Inves	R/D	D/R	Sign	Act	File

Orig w/ att to
5/19

14. DATE: 5/4/83

15. SIGNATURE OF APPROVING OFFICIAL: G. K. [illegible]

16. TITLE: for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

March 23, 1983

In Reply Refer to
File No.:
TRA 16-4

#1627

TO: Dalé E. Wilken, Division Administrator
Federal Highway Administration

/S/ E.S. Hunter

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Diamond Barricade and Vertical Panel
Experimental Project Evaluation Work Plan
HF0.2-OR1430.2

Attached is a revised work plan for the "Diamond Barricade and Diamond Vertical Panel" experimental project. A Federal-Aid construction project has been substituted for the maintenance project, and the work plan has been revised so that vertical panels will not be included in the evaluation.

Also attached are initial report forms, FHWA 1461, for both construction projects.

DN:ds rb
Attachments

bc: E. L. Hardt w/attachments
E. S. Hunter
R. L. Schroeder
J. H. Versteeg
L. E. George
D. D. Allen w/attachments
Gordon Beecroft

RECEIVED
TECHNICAL SERVICES
MAR 25 '83
REFER TO
FOR

Info	Imed	R/D	D/R	Sign	Act	File

Oregon Department of Transportation
Highway Division
Traffic Engineering Section
March 21, 1983

Coulter

PROPOSED EVALUATION WORK PLAN

FOR DIAMOND BARRICADE AND DIAMOND VERTICAL PANELS

I.

A. Project Information

1. Location of Project Oregon City-New Era (M.P. 13.18-M.P. 13.38, M.P. 17.35-M.P. 17.75) Section - Pacific Highway East (1E) - Clackamas County
2. Project Number F-26 (28) (31)
3. Construction Type Code ____
4. Approximate Contract Cost $269,000
5. Maintenance Project (Yes or No) No
6. Contractor Apex Fence Company, Anderson, California
7. Anticipated Completion Date September 1983

B. Diamond Barricade or Vertical Panel Information

1. Approximate Number of Devices

   Diamond Barricade 4 (Type II)

   Vertical Panel None

2. Typical Application (i.e., lane closures, channelization, dropoff delineation, etc. Lane closure

3. Size and Color of Device if Different from that Transmitted with May 11, 1982, memorandum. (Attach sketch) Type II diamond barricades as shown in attached sketch.

4. Diamond Barricade or Vertical Panels to be Furnished by:

   State X

   Contractor ____

   Other (Specify) ____

II.

C. Reporting Procedures

1. Submit Evaluation Work Plan
2. Initial Report Form FHWA 1461 to be Submitted After Contract Is Awarded.
3. Final Report with Final 1461 to be Submitted Upon Completion of Construction/Maintenance Activity.

D. A Subjective Evaluation of These Devices will be Conducted. The Evaluation will be Performed by Doug Norval Title Traffic Investigator Phone No. 373-7108

Address: Oregon State Highway Division, Traffic Engineering Section,
Room 504-A, Transportation Building, Salem, OR 97310

(State may wish to list those parameters that will be considered in performing the evaluation.)

(See Evaluation Procedure.)

RCS HHO-30-19

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

EXPERIMENTAL PROJECT REPORT

EXPERIMENTAL PROJECT

EXPERIMENTAL PROJECT NO. (STATE YEAR NUMBER SUF.) 1: OR 83 - 01

CONSTRUCTION PROJ. NO. 8: F-26 (28) (31)

LOCATION 28: Clackamas County

EVALUATION FUNDING 48: 1 ☐ HP&R 2 ☒ CONSTRUCTION 3 ☐ DEMONSTRATION 4 ☐ IMPLEMENTATION

NEEP NO. 49:

PROPRIETARY FEATURE? 51: ☐ YES ☒ NO

SHORT TITLE

TITLE 52: Diamond Barricade Work Zone Signing

THIS FORM

DATE (MO. YR.) 140: 03 - 83

REPORTING 144: 1 ☒ INITIAL 2 ☐ ANNUAL 3 ☐ FINAL

KEY WORDS

KEY WORD 1 145: Dimaord Barricade

KEY WORD 2 167: Work Zone Signing

KEY WORD 3 189: Construction

KEY WORD 4 211: Traffic Control

UNIQUE WORD 233:

PROPRIETARY FEATURE NAME 255:

CHRONOLOGY

Date Work Plan Approved (MO. YR.) 277:

Date Feature Constructed (MO. YR.) 281:

Evaluation Scheduled Until (MO. YR.) 285: 10 - 83

Evaluation Extended Until (MO. YR.) 239:

Date Evaluation Terminated (MO. YR.) 293:

QUANTITY AND COST

QUANTITY OF UNITS *(Rounded to whole numbers)* 297: 4

UNITS 305: 1 ☐ LIN. FT. 2 ☐ S.Y. 3 ☐ S.Y.-IN. 4 ☐ C.Y. 5 ☐ TON 6 ☐ LBS. 7 ☒ EACH 8 ☐ LUMP SUM

UNIT COST *(Dollars, Cents)* 306: 65:00

AVAILABLE EVALUATION REPORTS

315: ☐ CONSTRUCTION ☐ PERFORMANCE ☒ FINAL

EVALUATION

CONSTRUCTION PROBLEMS 318: 1 ☐ NONE 2 ☐ SLIGHT 3 ☐ MODERATE 4 ☐ SIGNIFICANT 5 ☐ SEVERE

PERFORMANCE 319: 1 ☐ EXCELLENT 2 ☐ GOOD 3 ☐ SATISFACTORY 4 ☐ MARGINAL 5 ☐ UNSATISFACTORY

APPLICATION

320: 1 ☐ ADOPTED AS PRIMARY STD. 2 ☐ PERMITTED ALTERNATIVE 3 ☐ ADOPTED CONDITIONALLY 4 ☐ PENDING 5 ☐ REJECTED 6 ☐ NOT CONSTRUCTED

(Explain in Remarks if 3, 4, 5, or 6 is checked)

REMARKS

321:

700

FORM FHWA 1451
(REV. 8-79)

Previous Editions are Obsolete

OREGON DEPARTMENT OF TRANSPORTATION
Highway Division
Traffic Engineering Section
March 21, 1983

PROJECT OBJECTIVE:

To evaluate the operational performance of orange diamond barricades in highway work zones.

DATA COLLECTION:

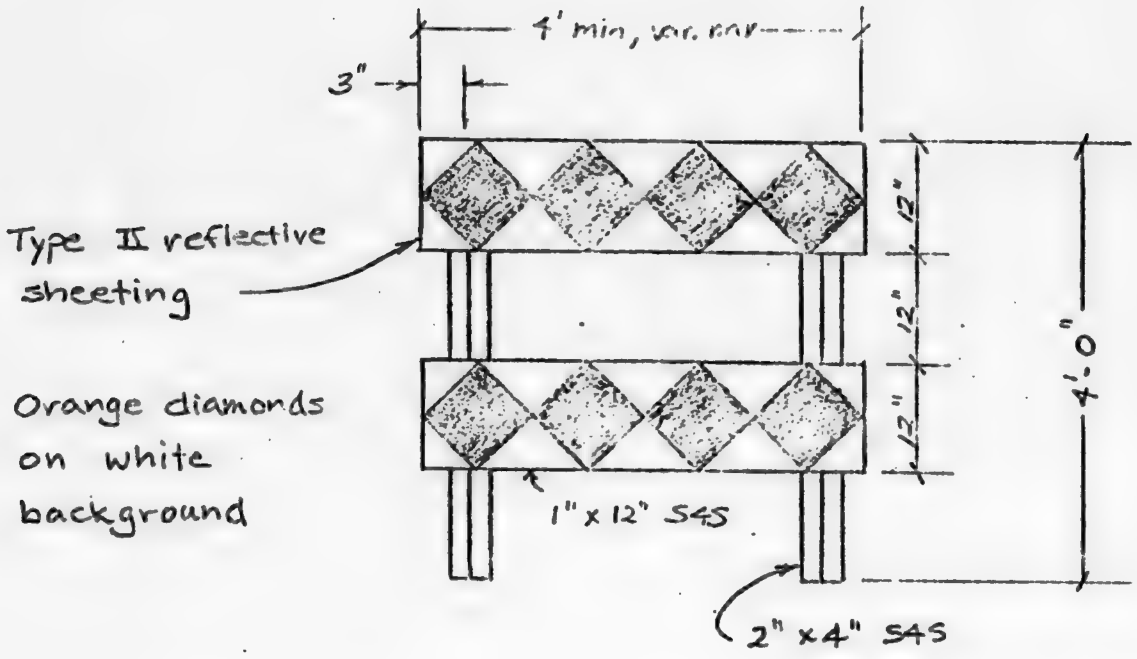
The diamond barricades will be used on two construction projects, as indicated in the work plan. The following procedure will be used to evaluate their effectiveness.

A subjective evaluation of the diamond barricades (Types II and III) will be made throughout the project. The project evaluator will closely monitor the fabrication, installation, and field operation of the barricades. Input from Sign Shop personnel, the contractors, and field crews will be used to identify any problems or potential difficulties that may arise.

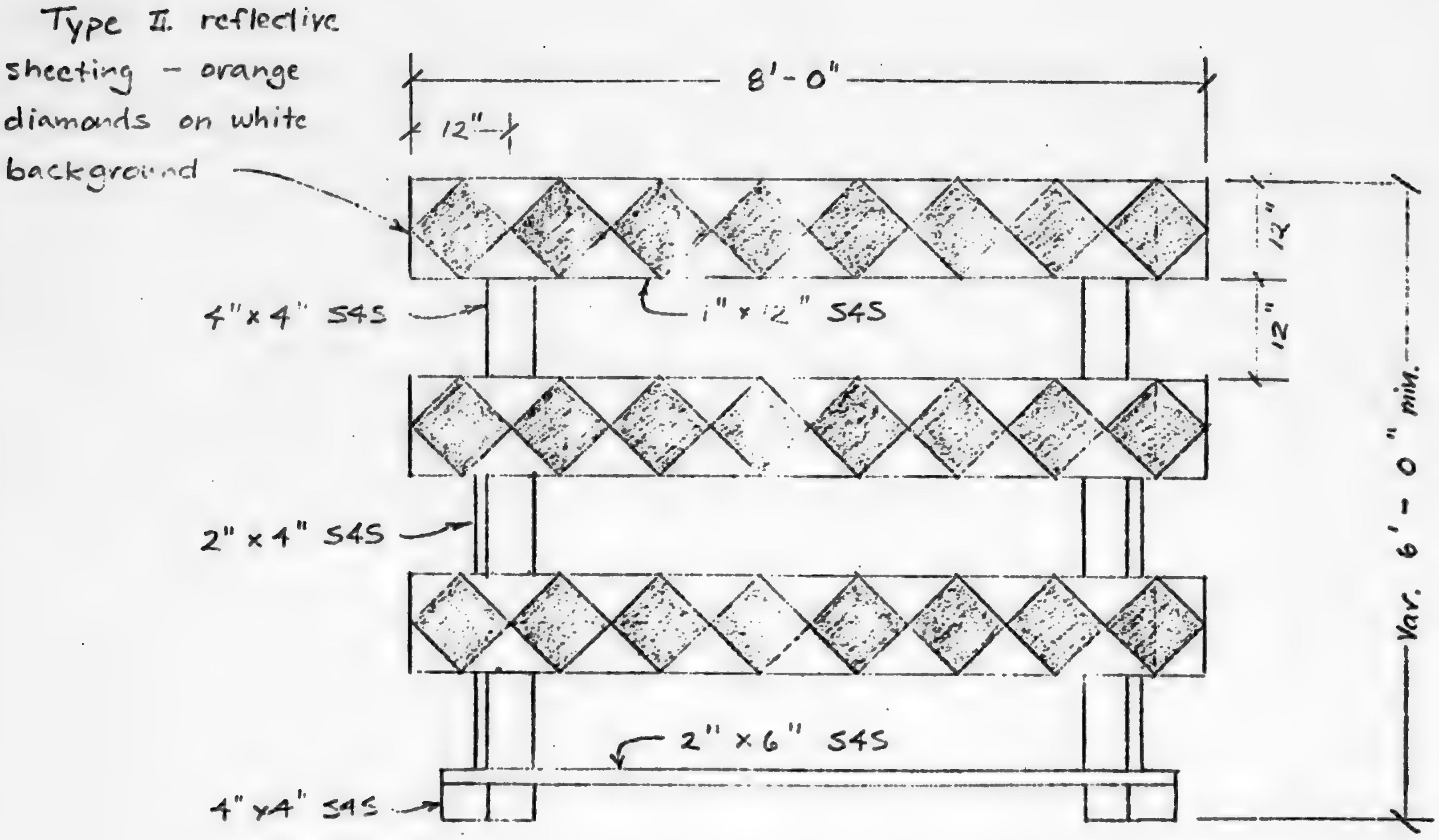
An objective evaluation will be conducted to compare the performance of the diamond pattern with that of the standard diagonal pattern on Type II barricade rails. The effectiveness of the barricades will be measured in terms of vehicle speed and lateral placement through a work zone lane closure. Data will be obtained for both moderate and high speed (freeway) facilities. The equipment will consist of a series of pneumatic road tubes and recording devices arranged so as to measure vehicle speed and lateral placement simultaneously. The accuracy of the system will be tested under controlled conditions before use in the field.

DATA ANALYSIS AND FINAL REPORT:

Once the field data has been collected and reduced, a statistical analysis will be made to determine whether the difference in barricade designs produces any significant differences in traffic speed or lane placement. The results of this analysis, as well as those of the subjective evaluation, will be summarized and interpreted in a final report. An appraisal of the overall performance of the diamond barricades will conclude the evaluation.


4' min, var. max
3"
Type II reflective sheeting
Orange diamonds on white background
12"
12"
12"
4'.0"
1" x 12" S4S
2" x 4" S4S

Type II. Diamond Barricade


Type II. reflective sheeting - orange diamonds on white background
8'-0"
12"
12"
12"
4" x 4" S4S
1" x 12" S4S
2" x 4" S4S
2" x 6" S4S
4" x 4" S4S
Var. 6'-0" min.

Type III. Diamond Barricade

9646

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-26(28)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Clackamas

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 20081

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 2/2/83

8. FEDERAL ROUTE NUMBER Primary 26

9. STATE ROUTE NUMBER Primary 1E

10. GENERAL LOCATION:
Oregon City - New Era Section

11. GENERAL DESCRIPTION OF WORK
Rock slope protection

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)*
Permanent Pavement Striping S.F. $2,350

13. REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's 1/31/83 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $271,372 Federal Funds $239,214.

A signed copy of the Title Sheet is returned herewith.

RECEIVED
STATE HWY ENGR
FEB 15 '83
REFER TO Swan
FOR

Info	Invst	R/D	D/R	Sign	Act	File

Orig att. to
2/15

14. DATE 2/2/83

15. SIGNATURE OF APPROVING OFFICIAL G K Hassner

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-73)
PREVIOUS EDITIONS MAY BE USED

91-16

Sp.

TRA 16-4

DATE: December 9, 1982

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: H. S. Coulter, P.E.
State Highway Engineer

SUBJECT: Diamond Barricade and Vertical Panel
Experimental Project Evaluation Work Plan
ATTN: HFO.2-OR1430.2

Attached is the proposed evaluation work plan for the Diamond Barricade and Diamond Verticle Panel experimental project. The evaluation will involve one construction project, one maintenance project, and several object marker sites. Experimental diamond barricades and object markers will be manufactured by the State Sign Shop.

Any questions concerning the work plan should be directed to Traffic Investigator Doug Norval at 373-7108.

Att.

LEG:st

bc E. L. Hardt
R. A. Kuehn
L. E. George
E. S. Hunter
R. L. Schroeder
J. H. Versteeg
Gordon Beecroft

Proposed Evaluation Work Plan
For Diamond Barricades and Vertical Panels

To effectively evaluate the experimental diamond barricades and panels, the following applications will be studied:

1. Construction Project

Project Name	Oregon City - New Era Section
Location	Pacific Highway East (1E) M.P. 13.18-13.38 (Oregon City) M.P. 17.35-17.75 (Clackamas County)
Contract Letting Date.	February, 1983
Approximate Contract Cost. . .	$393,000
Anticipated Completion Date. .	June, 1983
Project Description.	Installation of chain link mesh protection mat on cut slope. Involves closure of northbound right lane.
Barricade Application.	Will use 4 Type III barricades with cones. Diamond barricades will be furnished to contractor by Oregon State Highway Division. The orange-on-white pattern, as indicated in the May 11, 1982, Federal Highway Administration transmittal, will be attached to 1' x 8' rails on standard Type III barricade frames by the State Sign Shop.

2. Maintenance Project

A maintenance project from Region 2 will be selected for the evaluation. A likely project would be a slide area or a road washout requiring either a lane closure or a route detour. Such a project would involve using approximately 10 to 15 Type II barricades. The experimental diamond rails (12" width, variable length) will be fabricated by the State Sign Shop.

3. Vertical Panel Evaluation

The orange and white striped vertical panel is generally not used in Oregon, and will not be evaluated in this study. Instead, the diamond pattern will be evaluated on the standard Type 3 object marker (1 foot by 3 feet vertical panel with alternating black and reflectorized white stripes). Several locations, probably at bridge abutments, will be examined. The State Sign Shop will fabricate the diamond object markers (black diamond on reflectorized white background, 12" x 36").

Evaluation Methodology

Two methods will be employed in the evaluation. A subjective evaluation will be conducted and will involve observing the processes of fabrication, installation and operation of the experimental barricades and vertical panels, interviewing Sign Shop personnel and field crews, and summarizing the experiment with an overall appraisal of the diamond barricade performance. Also, an objective evaluation will be undertaken to measure such traffic behavior parameters as speed, lateral displacement and frequency of braking. These data will then be used to compare the two panel designs. The results of the evaluation will be summarized and interpreted in a final report.

The evaluator for this study is Traffic Investigator Doug Norval. He may be contacted at 373-7108.

9646

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-26(31)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Clackamas

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 20081

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 9/7/82

8. FEDERAL ROUTE NUMBER Primary 26

9. STATE ROUTE NUMBER Primary 1E

10. GENERAL LOCATION:

Oregon City - New Era (M.P. 13.18 - 13.34) Section

11. GENERAL DESCRIPTION OF WORK

Right of Way

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☒ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Swan's letter of 8/26/82 you are now authorized to proceed with the actual acquisition of file No. 52873 as shown on R/W map 1B-27-18 at a TEC of $15,000 Federal Funds $13,227.

Federal participation is limited to that R/W actually incorporated in the final location of the subject project.

RECEIVED
STATE HWY ENGR
SEP 9 '82
Orig to
REFER TO [illegible]
FOR
Info Inves R/D D.R Sign Act File

14. DATE 9/7/82

15. SIGNATURE OF APPROVING OFFICIAL G. K Hossner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9646

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No
PRO 6-2

Date: August 26, 1982

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: D.E. Swan, P.E.
Program Control Engineer

Subject: Project Data Submission
Item No. 20081
Project No. F-26(31)
Oregon City-New Era (MP 13.18-13.34) Section
Clackamas County

Enclosed is data consisting of PR-1 forms, sketch maps and right-of-way map 1B-27-18 for the subject project.

I request authorization to proceed with the actual acquisition of right-of-way all phases at an estimated total cost of $15,000 with an obligation of $13,227 in Federal funds. The right-of-way to be acquired is as outlined in red on the enclosed right-of-way map and does not involve relocation assistance.

A copy of the State Clearinghouse A-95 review conclusions has been previously forwarded.

CL:bks
Enc.

cc: J.B. Boyd
F. Lowe
General Files

Form 734-3122

9616

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: August 26, 1982

To: Executive Department
Federal-Aid Coordination Unit

From: D.E. Swan, P.E.
Program Control Engineer

Subject: Federal-Aid Funding Application

In compliance with step 7 of Procedure 13-020-02 of Executive Memorandum 02-270-20, we are submitting one copy of the completed application for Federal-Aid funding of the following:

Item No.	Project No.	Section Name & PNRS No.
20081	F-26(31)	Oregon City-New Era OR 820727-066-2

CL:bks
Enc.

cc: Dale E. Wilken, FHWA
General Files

Form 734-3122

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage St. N.E.
Salem, Oregon 97310, Phone: 378-3732
Toll Free Number - 1-800-452-7813

RECEIVED
STATE HWY ENGR
AUG 26 '82
REFER TO
FOR

Info	Inves	R/D	D.R	Sign

NOTED
H. S. COULTER

APPLICANT: OR DOT, Highway Division

PROJECT TITLE: Oregon City - New Era

DATE: August 24, 1982

The State has reviewed your project and reached the following conclusions:

☒ XX No significant conflict with the plans, policies or programs of state government have been identified.

☐ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of the state agency (s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

Attachment

cc: Dale E. Wilken ✓
H.S. Coulter ✓
F.E. Terpin
J.B. Boyd
J.H. Versteeg
Gary Potter
W.J. Hart
Aeronautics Division
B.L. Gifford
Reg.(1)Engr.: E.L. Hardt
Dis.(2)Engr.: W.W. Geibel

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number

OR 820727-066-2

This number should be used on all correspondence and particularly on SF 424 as required by OMB A-95.

BEN GIFFORD

7-22-82

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies will be submitted to you separately and must also be included.

Kay L. Wilcox
A-95 Coordinator

PNRS #3
Revised 5/82

(2) 1646

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6

July 22, 1982

TO: Executive Department
Federal Aid Coordination Unit

Metropolitan Service District (MSD)
527 S.W. Hall Street
University Center Bldg.
Portland, OR 97201

FROM: D.E. Swan, P.E.
Program Control Engineer

SUBJECT: Notice of Intent for Federal Aid Funds
State Admin. Dist. No. 2
Section: Oregon City - New Era (M.P. 12.62 - M.P. 17.72)
Highway: Pacific East OR-99E
County: Clackamas

NOTED
H.S. COULTER

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programming of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be August 27, 1982.

BLG:bke
Attachments

cc:
D.E. Wilken, FHWA
H.S. Coulter ✓
F.E. Terpin
J.B. Boyd (2)
J.H. Versteeg(3)
Gary Potter
W.J. Hart
Reg. M Engr.: E.L. Hardt
Dis. 2 Engr.: W.W. Geibel
Aeronautics Division
David Powers, Parks
B.L. Gifford

RECEIVED
STATE HWY ENGR
JUL 26 '82
REFER TO
FOR

Info	Inves	R/D	D-R	Sign	Act	File

Form 734-3122

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02	12] APPLICANT [45 Department of Transportation	46] DIVISION [79 Highway

03	12] APPLICANT ADDRESS STREET [45 Transportation Building	46] CITY [60 Salem	76] ZIP [80 97310

04	12] CONTACT PERSON [45 D.E. Swan	46] AREA CODE [48 503	49] PHONE [55 378	56] EXTENSION [59 6565

01	12] PROJECT TITLE [71 Oregon City - New Era (M.P. 12.62 - M.P. 17.72)

11	12] PROJECT LOCATION—CITY PACIFIC EAST OR-99E	PROJECT LOCATION—COUNTY CLACKAMAS	PROJECT LOCATION [79 SEC: T R:

SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

05 The purpose of the project is to reduce the rockfall hazard from cliff faces

06 12] which abut the roadway in several locations within the project section. The [71

07 12] project would consist of combing off loose rocks, installing wire mesh, and [71

08 12] inserting rock bolts as needed. [71

09 12] [71

10 12] [71

12

AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
1,323,000	----	177,000	----	----	1,500,000

13	12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45	46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79

14	12] FEDERAL PROGRAM TITLE [71 Title 23 USC Highways

15	12] FEDERAL AGENCY NAME [45 U. S. Department of Transportation	46] FEDERAL SUB-AGENCY NAME [79 FHWA

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE	INTER-STATE	COUNTY	CITY	SCHOOL DISTRICT	SPECIAL DISTRICT	COMMUNITY ACTION	SPONSORED ORGANIZATION	OTHER
☒ 12	☐ 13	☐ 14	☐ 15	☐ 16	☐ 17	☐ 18	☐ 19	☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT	CONT. GRANT	SUPPL'T GRANT	INCREASE DURATION	DECREASE DURATION	CANCELLATION	INCREASE DOLLARS	DECREASE DOLLARS
☒ 21	☐ 22	☐ 23	☐ 24	☐ 25	☐ 26	☐ 27	☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED?

Yes XX 29 No ☐ 30 Date: July 22, 1982

(D) REVIEW REQUIRED by A-95: Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT: Yes ☐ 33 No ☒ 34

(F) HOUSING RELOCATION REQUIRED: Yes ☐ 35 No ☒ 36

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH [42 August 43] DAY [44 27 45] YEAR [46 1982

Form PNRS-1 Page 1

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: July 22, 1982

VI. If project includes state funds (12C), identify agency HIGHWAY

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a Class 2 Project of Categorical Exclusion according to the new environmental quality guidelines.

F-26(-)

OREGON STATE HIGHWAY DIVISION
PROJECT CLASSIFICATION

A. Project Identification:

Section: Oregon City-New Era (M.P. [illegible] - M.P. [illegible])
Highway: Pacific Highway East (99E)
County: Clackamas
Region: Metro Region
Date: July 12, 1982
City:
Hwy. No.: 1E
Begin M.P.: 12.62
Length: See Map
Program Estimate: $1.5 million
Funding Source: FAP

B. Purpose, Need, and Description of Project (Describe Alternatives):

The purpose of the project is to reduce the rockfall hazard from cliff faces which abut the roadway in several locations within the project section. The project would consist of combing off loose rocks, installing wire mesh, and inserting rock bolts as needed. The sections or units in which improvements are to be made are between mile posts: 12.62-12.98 (unit 6), 13.10-13.34 (unit 1), 13.96-14.10 (unit 5), 16.07-16.24 (unit 3), 16.36-16.52 (unit 4), and 17.35-17.72 (unit 2). These project units are numbered according to their assigned priority.

C. Recommended Project Classification:

Project Class		Documentation
	I	Draft and Final EIS
X	II	Categorical Exclusion
	III	Environmental Assessment

Other Documentation

- ☐ Wetlands Finding/Analysis
- ☐ Endangered Species List
- ☐ Biologic Assessment
- ☐ Cultural Resources Survey
- ☐ Section 106 Procedures
- ☐ Section 4(f) Evaluation
- ☐ Noise Study Report
- ☐ Indirect Source Construction Permit

Basis for Recommended Classification:

This is a hazard elimination project with no significant environmental effects foreseen.

D. Descriptions:

Descriptions	Existing Facility	Proposed Facility
Number of Traffic Lanes	4	4
Median (Yes/No)	No	No
Shoulders (Yes/No, Paved/Gravel)	none on cliff side	
Average Daily Traffic (Volume and Year)	10,000(1980)	
Alignment (New, Combined, Existing)		existing
Speeds (Posted and Estimated)	40 mph	40 mph

E. Preliminary Identification of Environmental Impacts:

1. Estimated Right-of-Way Impacts:

Acres to be determined
Estimated Number of Parcels ________
Residential Displacements (No.) none
Business Displacements (No.) none

Describe: Linear strips of right-of-way would be required in Units 1, 6, and possibly others to provide penetration zones for the rock bolts and anchoring points for the wire mesh.

2. Estimated Impact on Land Use:
No change is expected as a result of this project.

3. Estimated Impact on Traffic Volumes, Flow, Patterns, and Safety:

Improved travel safety would occur through the removal of what has been a historically significant traffic hazard.

4. Estimated Impact on Rivers, Streams, Wetlands, Rare or Endangered Species or Other Natural Ecological Resources:

None expected.

5. Estimated Impact on Parks, Historic Properties, or Other Cultural or Scenic Resources:

A minor reduction in the scenic value of the cliff faces may occur. Rust colored mesh would be used to minimize this impact.

6. Preliminary Identification of Areas of Critical Concern and Controversial Issues:

None identified.

Name of Preparer and Phone Number: Jef Kaiser 238-7439

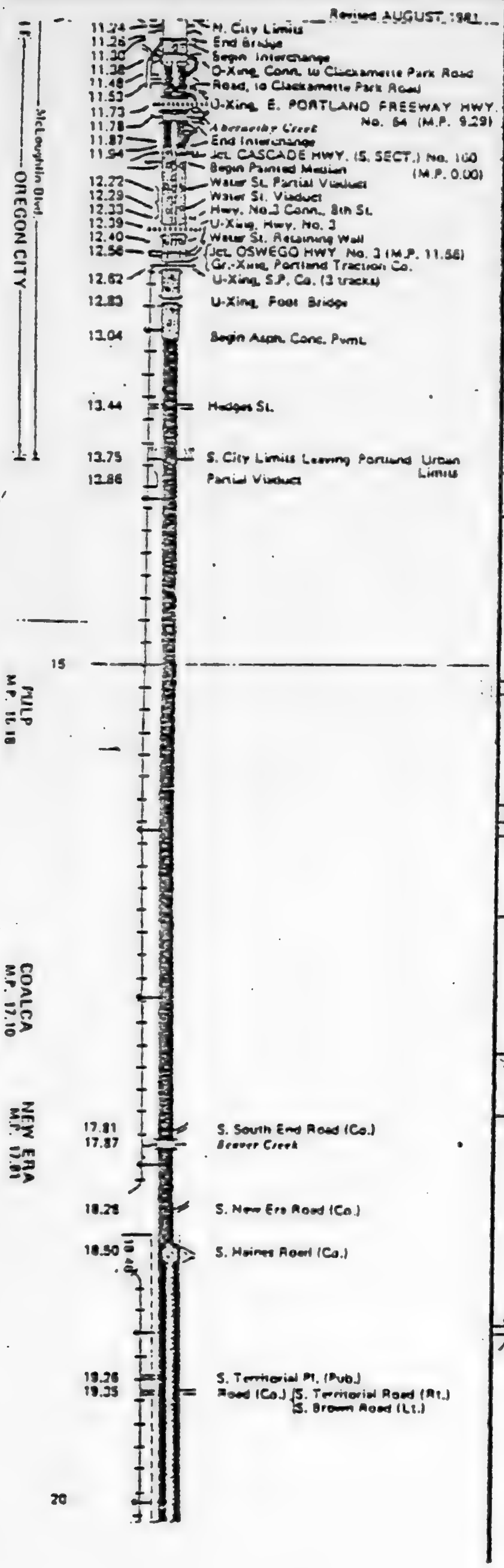
(Attach Project Locaion Map)

(2-28-82)

ATTACHMENT

SHEET 1 of 4

PACIFIC HIGHWAY EAST No. IE


Revised AUGUST 1981
11.24 N. City Limits
11.26 End Bridge
11.30 Begin Interchange
11.38 O-Xing, Conn. to Clackamette Park Road
11.48 Road, to Clackamette Park Road
11.53 U-Xing, E. PORTLAND FREEWAY HWY. No. 64 (M.P. 9.29)
11.73 Abernethy Creek
11.78
11.87 End Interchange
11.94 Jct. CASCADE HWY. (S. SECT.) No. 160 (M.P. 0.00)
Begin Painted Median
12.22 Water St. Partial Viaduct
12.29 Water St. Viaduct
12.33 Hwy. No. 3 Conn., 8th St.
12.39 U-Xing, Hwy. No. 3
12.40 Water St. Retaining Wall
12.56 Jct. OSWEGO HWY. No. 3 (M.P. 11.56)
Gr.-Xing, Portland Traction Co.
12.62 U-Xing, S.P. Co. (3 tracks)
12.83 U-Xing, Foot Bridge
13.04 Begin Asph. Conc. Pvmt.
13.44 Hedges St.
13.75 S. City Limits Leaving Portland Urban Limits
13.86 Partial Viaduct
McLoughlin Blvd.
OREGON CITY
15
MULP M.P. 16.18
COALCA M.P. 17.10
NEW ERA M.P. 17.81
17.81 S. South End Road (Co.)
17.87 Beaver Creek
18.28 S. New Era Road (Co.)
18.50 S. Haines Road (Co.)
18.40
19.26 S. Territorial Pl. (Pub.)
19.35 Road (Co.) S. Territorial Road (Rt.) S. Brown Road (Lt.)
20

OCTOBER 1974 REPORT				1982 REPORT					UNITS
M.P.	LENGTH	SECTION	PRIORITY	M. P.	LENGTH	SECTION	PRIORITY	ESTIMATED COST	
12.62 12.98	0.36	1		12.62 12.98	0.36	1	6	$388,000	6
13.18 13.34	0.16	2	2	13.18 13.34	0.16	2	1	$140,750	1
13.83 14.10 CONTRACTED MAY 1977	0.27	3	1	13.96 14.10	0.14	3	5	$186,600	5
15.08 15.14	0.06	2							
15.85 15.94	0.09	5							
16.07 16.52	0.45	6	3	16.07 16.24	0.17	4	3	$207,150	3
				16.36 16.52	0.16	5	4	$296,000	4
17.35 17.72	0.37	7	4	17.35 17.72	0.37	6	2	$269,600	2
19.00 19.08	0.08	8							
							TOTAL	$1,488,100	

9646

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-26(28)
2. STATE PROJECT NO. See below
2A. COUNTY NAME Clackamas

3. FROM
Dale E. Wilken, Division Administrator
FHWA, Oregon Division

4. PROGRAM NO.
5. ITEM NO. 20081

6. TO

Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 6/29/82
8. FEDERAL ROUTE NUMBER Primary 26
9. STATE ROUTE NUMBER Primary 1E

10. GENERAL LOCATION:
Oregon City - New Era Section

11. GENERAL DESCRIPTION OF WORK
Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program Change
See below

13. REMARKS

As requested by Mr. Swan's letter of 6/18/82, I approve the program change as follows:

1) Project Name: Change to read "Oregon City - New Era Section".
2) Project Location: Change to read "SR 99E, 1.1 mi. N. SCL Oregon City, S. 5.1 miles".
3) Estimated Project Cost by phases: Change to read - - -

Work	TEC	FF	SF
P. E	$ 108,000	$ 95,200	$ 12,800
Const.	1,488,100	1,312,200	175,900

4) Project Data: Change to read, "Work under this project consists of the following within these tabulated limits;

Area	M.P. to M.P.	Miles
A	12.62-12.98	0.36
B	13.18-13.34	0.16
C	13.96-14.10	0.14
D	16.07-16.24	0.17
E	16.36-16.52	0.16
F	17.35-17.72	0.37
	Total	1.36

RECEIVED
STATE HWY ENGR
JUL 7 '82
REFER TO Moehring
FOR
Info Inves R/D D R Sign

Orig to
7-7-8

14. DATE 6/29/82
15. SIGNATURE OF APPROVING OFFICIAL Halach
16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

2646

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

June 18, 1982

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: D.E. Swan, P.E.
Program Control Engineer

SUBJECT: Program Change
Item No. 20081
Project No. F-26(28)
Oregon City-New Era (MP 13.18-13.34 & MP 17.35-17.72) Sec.
Clackamas County

I request approval of a program change to enlarge the scope of the project requiring modifications as indicated below:

1) Project Name: Change to read "Oregon City-New Era Section".
2) Project Location: Change to read "SR 99E, 1.1 mi. N. SCL Oregon City, S. 5.1 miles".
3) Estimated Project Cost by phases: Change to read ---

Work	TEC	FF	SF
P.E.	$ 108,000	$ 95,200	$ 12,800
Const.	1,488,100	1,312,200	175,900

4) Project Data: Change to read, "Work under this project consists of the following within these tabulated limits;

Area	M.P. to M.P.	Miles
A	12.62-12.98	0.36
B	13.18-13.34	0.16
C	13.96-14.10	0.14
D	16.07-16.24	0.17
E	16.36-16.52	0.16
F	17.35-17.72	0.37
	TOTAL	1.36

1) -------- (Same)
2) -------- (Same)

No additional obligation of funds for PE is requested at this time, but will be made when justification is submitted for an increase in PE costs.

JLG:bkc
cc: General Files

Form 734-3122

1C

ROAD DESIGN SECTION 378-6558 ROW 3:1

J. B. Boyd, Manager
Right of Way Section

June 1, 1982

J. H. Versteeg
Road Design Engineer

File 52873
Oregon City-New Era Section
Pacific Highway East
Clackamas County

Versteeg
Anderson
Adams
Olson
Sullivan
Terpin
[illegible]
Wakerlig

RECEIVED
JUN 7 1982
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

Attached is a description (1 file), an authorization and right of way prints covering right of way required for the subject project, scheduled for July 22, 1982.

By:

W. H. Wakerlig
R/W Descriptions Supervisor

WHW:rlr
Attachments

1E

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

DATE

PREFIX

1 - IDENTIFICATION

PROJECT NAME: M.P. 13.18 - M.P. 13.34 and M.P. 17.35 - M.P. 17.72 Oregon City - New Era Section

HIGHWAY NAME: Pacific Highway East

HIGHWAY NUMBER: 1E

REGION: 1

ADMINISTRATIVE DISTRICT: 2B

COUNTY: Clackamas

CITY: Oregon City

LENGTH: 0.53

MILEPOST NUMBER: 13.18 TO 17.72

☐ RURAL ☒ URBAN

LOCAL GOVERNMENT PROJECT? ☐ YES ☒ NO

IF YES, UNIT OF GOVERNMENT

TYPE OF FUNDS: ☐ FAI ☒ FAP ☐ FAS ☐ STATE ☐ FAUS ☐ OTHER

METHOD OF CONSTRUCTION: ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK: ☐ GRADING ☐ PAVING ☐ STRUCTURE ☐ SIGN ☐ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☒ OTHER Rock Protecti

PROJECT DESCRIPTION

Remove loose rock from the cliffs above the highway. Install wire mesh to prevent future rock falls. Install rock bolts as needed to anchor large rocks.

Versteeg ✓
Anderson
Adams a.b.
Sullivan
Turpin

RECEIVED
JUN 17 1982
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring
Action

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME): 1980 - 9,900

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME): 2000 - 15,000

LEVEL OF SERVICE	A	B	C	D	E	F
EXISTING	☐	☐	☒	☐	☐	☐
PROPOSED	☐	☐	☒	☐	☐	☐

DESIGN SPEED (MPH): 40

DESIGN STANDARDS: AASHTO

TRAFFIC ANALYSIS: ☐ LIGHT ☐ MEDIUM ☐ HEAVY

APPROVED
Frank E. Turpin
Location Engineer
Date 5/27/82

FORM 734-1730 (12-78) Page 1

3 - FEATURES	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH
TRAVEL LANES	4' - 12' lanes	No changes to existing roadway
SHOULDERS	None	
MEDIANS	None	
PARKING LANES	None	
SIDEWALKS	None	
BIKEWAYS	None	
INTERCHANGES	None	
OTHER:	None	

	YES	NO	MAYBE		YES	NO	MAYBE
Channelization	☐	☒	☐	Right of Way (cont.) Improvements	☐	☒	☐
Frontage Roads	☐	☒	☐	Access Control	☐	☒	☐
Traffic Signals	☐	☒	☐	Railroad Crossing	☐	☒	☐
Signing	☐	☒	☐	At Grade	☐	☒	☐
Illumination	☐	☒	☐	Separated	☐	☒	☐
Structures	☐	☒	☐	Railroad Encroachment	☐	☒	☐
Stage Construction	☐	☒	☐	Permits	☐	☒	☐
Pedestrian Crossing	☐	☒	☐	Conditional Use	☐	☒	☐
Rest Area	☐	☒	☐	Flood Plain	☐	☒	☐
Truck Scale Site	☐	☒	☐	Irrigation District	☐	☒	☐
Landscaping	☐	☒	☐	Water District	☐	☒	☐
Drainage	☐	☒	☐	Drainage District	☐	☒	☐
River ____	☐	☒	☐	Div. of State Lands	☐	☒	☐
Stream ____	☐	☒	☐	Dept. of Geology & Min. Ind.	☐	☒	☐
Storm Sewer	☐	☒	☐	Corps of Engineers	☐	☒	☐
Sanitary Sewer	☐	☒	☐	Coast Guard	☐	☒	☐
Right of Way	☐	☒	☐	DEQ NPS Air Pollution	☐	☒	☐
Simple Acquisition	☐	☒	☐	DEQ NPS Water Pollution	☐	☒	☐
Complex Acquisition	☐	☒	☐	Building	☐	☒	☐
Relocations	☐	☒	☐	Fish & Wildlife Approval	☐	☒	☐

3 - FEATURES (cont.)

	YES	NO	MAYBE		YES	NO	MAYBE
Agreements (City-County Etc.)	☐	☒	☐	Hydraulics Study	☐	☒	☐
Environmental Assessment	☐	☒	☐	Soils Investigation	☐	☒	☐
Statewide Assessment	☒	☐	☐	Airport Clearance	☐	☒	☐
Negative Declaration	☐	☒	☐	Economic Analysis	☐	☒	☐
Environmental Impact Statement	☐	☒	☐	Requires Field Survey	☒	☐	☐
4-F Statement	☐	☒	☐	Old Survey Available	☐	☒	☐
Citizen Advisory Committee	☐	☒	☐	Requires Vicinity Map	☐	☒	☐
Public Hearing ____________	☐	☒	☐	Requires Photogrammetry	☐	☒	☐
Borrow Source	☐	☒	☐	Requires Reconnaissance Survey	☐	☒	☐
Material Source	☐	☒	☐	Reconnaissance Available	☐	☒	☐
Utilities	☐	☒	☐	Design Review	☐	☒	☐

Type ______________________

4 - WORK ITEMS

	TO BE PERFORMED BY		
	APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☐	☒	☐
RIGHT–OF–WAY N/A	☐	☐	☐
CONSTRUCTION ENGINEERING	☐	☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	N/A
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	N/A
CORRIDOR APPROVAL	( )	N/A
FIELD SURVEY	(1.0)	2.0
PRELIMINARY DESIGN	( )	N/A
DESIGN APPROVAL/FINAL EIS	( )	N/A
RIGHT-OF-WAY DESCRIPTIONS	( )	N/A
RIGHT-OF-WAY ACQUISITION	( )	N/A
P.S. & E. DOCUMENTS	( )	3

RECOMMENDED CONSTRUCTION DATE ____________ (Region) [redacted] (Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING

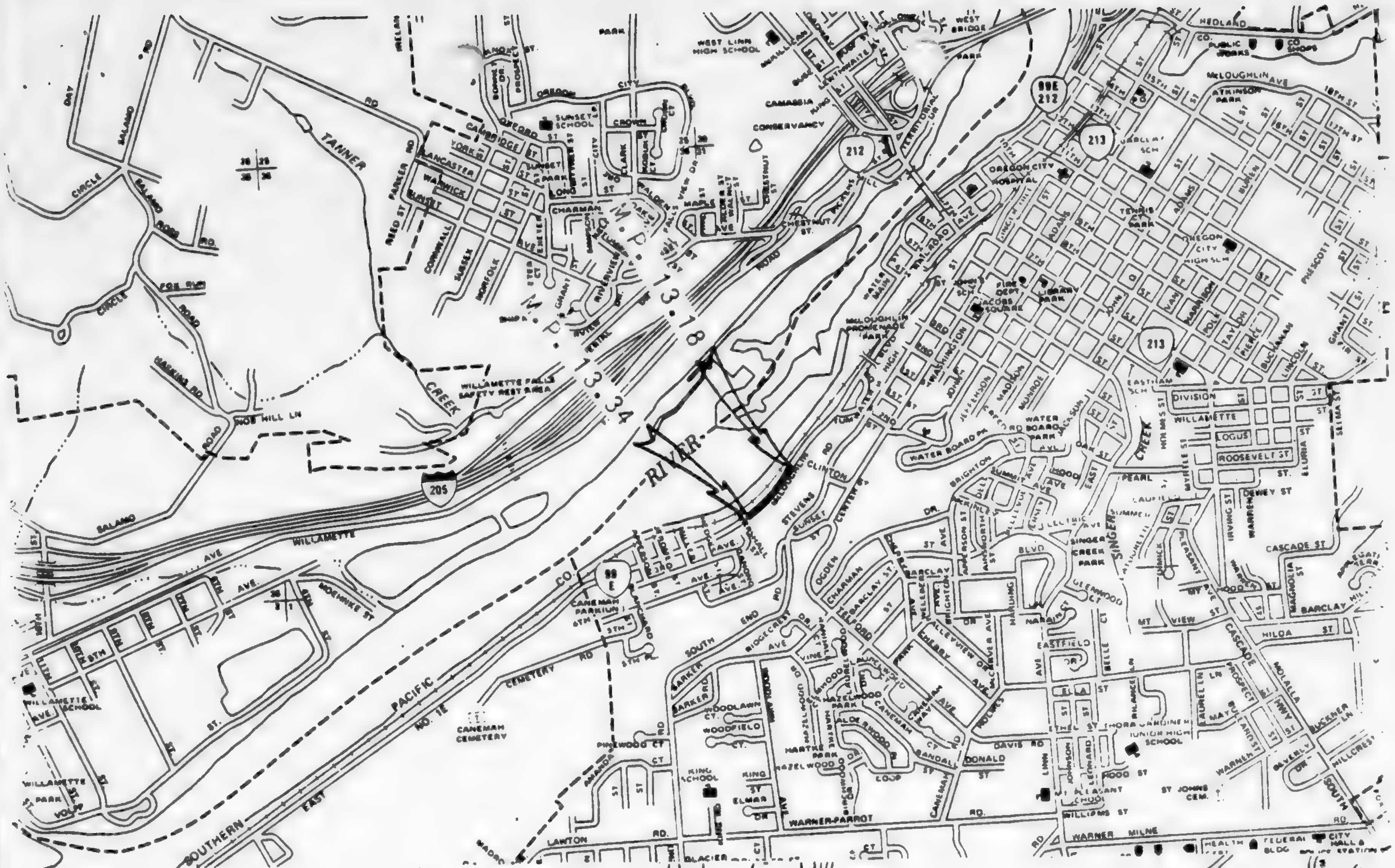
7 - TYPICAL SECTION AND LOCATION

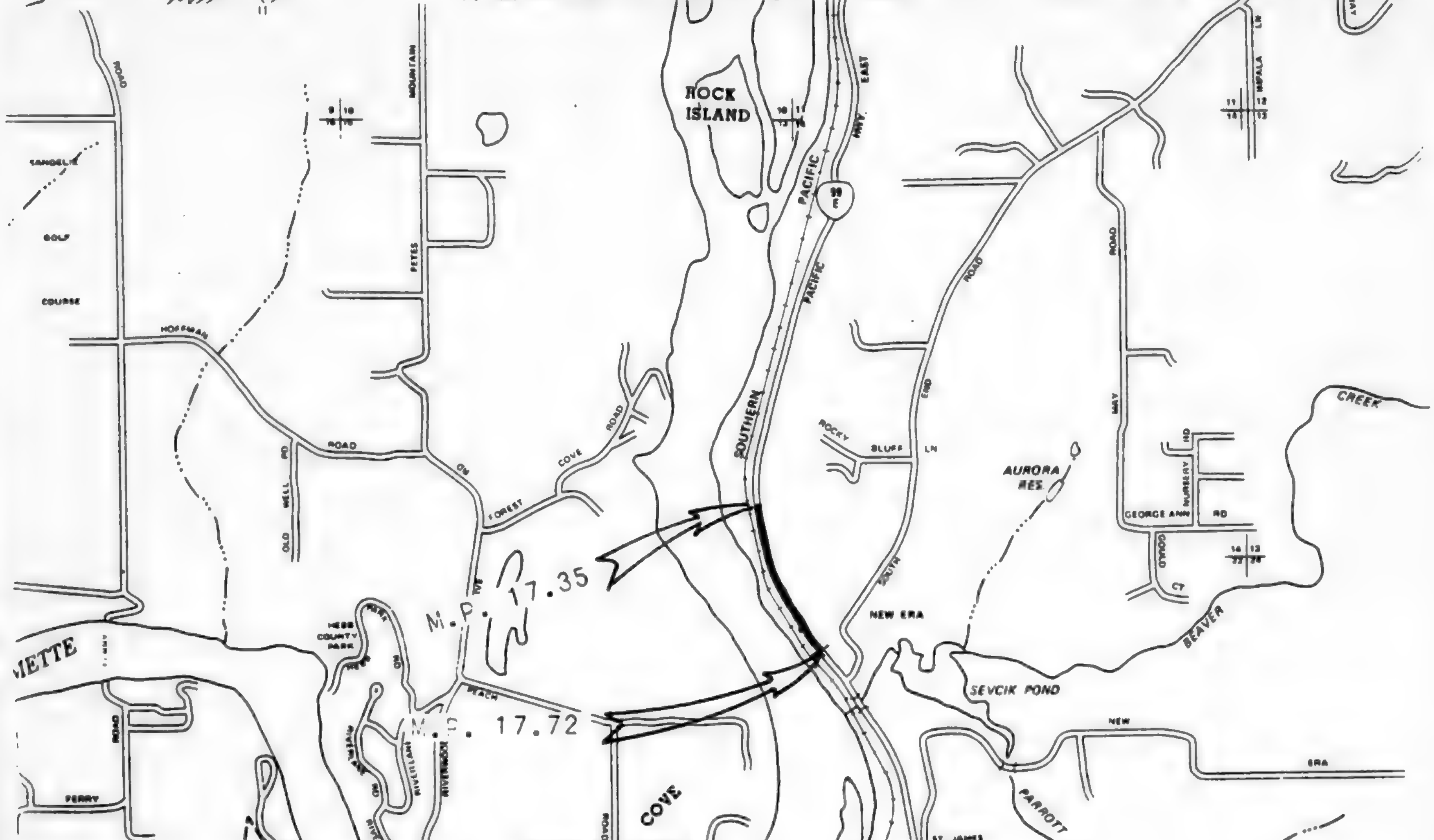
Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	37,100	
RIGHT OF WAY		
TRAFFIC CONTROL		
ILLUMINATION		
STRUCTURES		
RAILROAD		
ROADWAY		
OTHER Rockfall Protection	410,350	
ENGINEERING & CONTINGENCIES		
PROJECT TOTAL	$447,450	

SUBMITTED BY ______________________________


M.P. 13.18
M.P. 13.34
RIVER
WILLAMETTE
205
99E
212
213
TANNER CREEK
WILLAMETTE FALLS SAFETY REST AREA
WEST LINN HIGH SCHOOL
SUNSET SCHOOL
OREGON CITY HOSPITAL
OREGON CITY HIGH SCH
MCLOUGHLIN PROMENADE PARK
SINGER CREEK PARK
CANEMAH PARK
CANEMAH CEMETERY
KING SCHOOL
WILLAMETTE SCHOOL
JUNIOR HIGH SCHOOL
ST JOHNS CEM.
SOUTHERN PACIFIC
EAST
WARNER-PARROT RD.
WARNER MILNE
CITY HALL


M.P. 17.35
M.P. 17.72
ROCK ISLAND
WILLOW ISLAND
PEACH COVE
SOUTHERN PACIFIC
99E
HWY EAST
GOLF COURSE
HOFFMAN RD
FOREST COVE ROAD
OLD WELL RD
MESE COUNTY PARK
RIVERVIEW
NEW ERA
SEVCIK POND
AURORA RES.
BEAVER CREEK
ROCKY BLUFF LN
GEORGE ANN RD
NEW ERA
PARROTT
ST JAMES CEMETERY
RAYMOND ST
FERRY
34TH PL
SOUTH END ROAD
MAY ROAD

9646

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-26(28)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Clackamas

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 20081

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 5/13/82

8. FEDERAL ROUTE NUMBER Primary 26

9. STATE ROUTE NUMBER Primary 1E

10. GENERAL LOCATION:

Oregon City - New Era (M.P. 13.18-13.34 and M.P. 17.35-17.72) Section

11. GENERAL DESCRIPTION OF WORK

Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION including utility preparatory work TEC $37,100 Federal Funds $32,710

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Swan's letter of 5/7/82.

RECEIVED
STATE HWY ENGR
MAY 17 '82
REFER TO Molling
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig to
5-17-82

14. DATE 5/13/82

15. SIGNATURE OF APPROVING OFFICIAL G. K. H

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)

PREVIOUS EDITIONS MAY BE USED

9/16

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

May 7, 1982

In Reply Refer to
File No.: PRO 6-2

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: D. E. Swan, P.E.
Program Control Engineer

SUBJECT: Project Data Submission
Item No. 20081
Project No. F-26(28)
Oregon City - New Era (MP 13.18-13.34 & MP 17.35-17.72)
Clackamas County

Attached support data for the subject project consists of PR-1 form, Authority for Survey and project map.

I request authorization to proceed with all phases of preliminary engineering at an estimated total cost of $37,100 with obligation of $32,710 Federal funds.

JLG:lms

Attachments

cc: Ed Hardt (Metro)
Jon Rose (Metro)
Earl Mershon (Metro)
General Files

Form 734-3122

1983 Zigzag Rv.-Warm Sprgs. Intch. 9647
& Warm Sprgs. Intchg.-Salmon Rv. Curves
Sec of Mt. Hood & WS Hwys. (Paving)

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NUMBER 12-397

PROJECT REPORT NUMBER

MODIFICATION NUMBER 3

U.S. Department of Transportation
Federal Highway Administration

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

State Oregon

County Clackamas

Project Number FR-24(36)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on Jun3 21, 1983, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 608,985.00	$ 311,763.00
Federal funds	$ 536,819.00	$ 274,818.00
Other revisions		

This modification is made for the following reasons:

To release 110 funds for use on another project.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 23RD day of DEC, 19 86

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XXX For: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen. Files

Oregon State Highway Division
Salem, Oregon December 10, 1986

Federal-Aid Project No. FR-24(36)

Zigzag River - Warm Springs Interchange Section
Mt. Hood Highway
Clackamas County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code I000
2-Lane Roadway
(M.P. 43.63 to 44.05)(M.P. 44.35 to 51.15)(M.P. 51.75 to 54.00)
(M.P. 54.23 thru Eq. 54.99 Bk = 56+00 AH to M.P. 57.77)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Temp. Protection & Dir. of Traffic	$ ---	---	$ 7,680.00	---	$ 5,256.00
Temp. Signs	7.00	335	2,345.00	262	1,834.00
Pilot Car	30.00	225	6,750.00	158	4,740.00
Aggregate Shoulders	8.00	947	7,576.00	279	2,232.00
Class C Asphalt Concrete Mixture	11.00	8,600	94,600.00	5,897	64,867.00
Class E Asphalt Concrete Mixture	12.00	7,534	90,408.00	---	---
Asphalt Cement in Mixture	159.60	532	84,907.20	486	77,565.60
Emulsified Asphalt in Seal Coat	165.00	238	39,270.00	12	1,980.00
Aggregate in Seal Coat	18.40	900	16,560.00	86	1,582.40
Asphalt in Tack Coat	170.00	112	19,040.00	14	2,380.00
			$369,136.20		$162,437.00

Decrease	$(206,699.20)
Subtotal from Estimate on February 12, 1986	439,670.60
Subtotal	$ 232,971.40
Engineering	13,774.60
Total	$ 246,746.00

Type Code 1000
4-Lane Roadway
(M.P. 43.60 to M.P. 43.63)(M.P. 44.05 to M.P. 44.35)(M.P. 51.15 to M.P. 51.75)
(M.P. 54.00 to M.P. 54.23)

Temp. Protection & Dir. of Traffic	$ ---	---	$ 1,080.00	---	$ ---
Aggregate Shoulders	8.00	80	640.00	50	400.00
Class C Asphalt Concrete Mixture	11.00	1,200	13,200.00	1,054	11,594.00
Class E Asphalt Concrete Mixture	12.00	1,966	23,592.00	---	---
Emulsified Asphalt in Seal Coat	165.00	62	10,230.00	4	660.00
Aggregate in Seal Coat	18.40	200	3,680.00	19	349.60
Asphalt in Tack Coat	170.00	26	4,420.00	4	640.00
			$ 56,842.00		$ 13,643.60

Decrease	$ (43,198.40)
Subtotal from Estimate on February 12, 1986	95,343.60
Subtotal	$ 52,145.20
Engineering	12,871.80
Total	$ 65,017.00

Length of Roadway (2 lanes) ---------	13.01 miles
Length of Roadway (4 lanes) ---------	1.16
TOTAL	14.17 miles

Cost of Roadway Per Mile (2 Lanes) -- $18,965.87
Cost of Roadway Per Mile (4 Lanes) -- $56,049.14

SUMMARY OF FUNDS (88.15%)

Description	Appn Code	Total Cost	Federal Funds	State Funds
2 Lane Roadway	110	$246,746.00	$217,506.00	$29,240.00
4 Lane Roadway	110	65,017.00	57,312.00	7,705.00
TOTAL		$311,763.00	$274,818.00	$36,945.00

Group 1 = 85%
Contract No. 9647
Prefix: 3-1433
Prefix: C09647

Zigzag River - Warm Springs Intchge. Section
Nonparticipating State Work

Cold Plane	24,000	Ton	1.10	$26,400.00
Class "C" Asphalt Concrete Mixture	1,500	Ton	11.00	16,500.00
Asphalt Cement in Mixture	90	Ton	159.60	14,364.00
				$57,264.00

RLC:me

1647

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	State Oregon
MONTHLY TRANSACTION NUMBER 2-142487	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Clackamas
PROJECT REPORT NUMBER		
MODIFICATION NUMBER 2	2-12-86	Project Number FR-24(36)

The Project Agreement for the above-referenced project entered into between the undersigned parties

and executed by the Division Administrator on June 21, 1983.

is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 611,894.00	$ 608,985.00
Federal funds	$ 539,384.00	$ 536,819.00
Other revisions		

This modification is made for the following reasons: **to release $2,565 in Appn Code 110 funds to cover overrun on another project.**

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 12th day of February, 1986

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By ______

Manager, Program Section
(Title)

XXXX For: Larry Rulien

State Highway Engineer
(Title)

By ______

______
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen Files

Oregon State Highway Division
Salem, Oregon February 12, 1986

Federal-Aid Project No. FR-24(36)

Zigzag River-Warm Springs Interchange Section
Mt. Hood Highway
Clackamas County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code I000
2-Lane Roadway
(M.P. 43.63 to 44.05)(M.P. 44.35 to 51.15)(M.P. 51.75 to 54.00)
(M.P. 54.23 thru Eq. 54.99 Bk = 56+00 AH to M.P. 57.77)

Subtotal from estimate of October 17, 1985		$ 439,670.60
	Engineering	61,099.40
	Total	$ 500,770.00

Type Code I000
4-Lane Roadway
(M.P. 43.60 to M.P. 43.63)(M.P. 44.05 to M.P. 44.35)(M.P. 51.15 to M.P. 51.75)
(M.P. 54.00 to M.P. 54.23)

Total as on estimate of June 14, 1983	$ 108,215.00

Length of Roadway (2 Lanes)	13.01 miles
Length of Roadway (4 Lanes)	1.16
Total	14.17 miles

Cost of Roadway Per Mile (2 Lanes)	$ 38,491.08
Cost of Roadway Per Mile (4 Lanes)	$ 93,288.79

SUMMARY OF FUNDS (88.15%)

DESCRIPTION	TOTAL COST	FEDERAL FUNDS	STATE FUNDS
2 Lane Roadway	$ 500,770.00	$ 441,428.00	$ 59,342.00
4 Lane Roadway	108,215.00	95,391.00	12,824.00
Total	$ 608,985.00	$ 536,819.00	$ 72,166.00

Group 1: 85%
Contract No. 9647
Appn Code: 110
Prefix: 3-1433
Prefix: C09647
RLC:bkb

Zigzag River-Warm Springs Intchge. Section
Nonparticipating - State Work

Cold Plane Pavement Removal	24,000 Ton	1.10	$ 26,400.00
Class "C" Asphalt Concrete Mixture	1,500 Ton	11.00	16,500.00
Asphalt Cement in Mixture	90 Ton	159.60	14,364.00
			$ 57,264.00

91647

N

TO BE COMPLETED BY FHWA	
MONTHLY TRANSACTION NUMBER	10-133
PROJECT REPORT NUMBER	
MODIFICATION NUMBER	1

U.S. Department of Transportation
Federal Highway Administration

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

10-15-85

Form Approved; O M B No. 04-R2089

State	Oregon
County	Clackamas
Project Number	FR-24(36)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 21, 19 83, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 699,806.00	$ 611,894.00
Federal funds	$ 616,878.00	$ 539,384.00
Other revisions		

This modification is made for the following reasons:

To release $77,494 in appn code 110 funds to cover overrun on project FR-2-2(26)

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 15TH day of OCT, 1985.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XBXX For: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A

Previous editions are obsolete

Gen File

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON OCTOBER 17, 1985

FEDERAL AID PROJECT NO. FR-24(36)

Zigzag River-Warm Springs Interchange Section
Mt. Hood Highway
Clackamas County

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE I000
2-Lane Roadway
M.P. 43.63 to 44.05)(M.P. 44.35 to 51.15)(M.P. 51.75 to 54.00)
M.P. 54.23 thru Eq. 54.99 Bk = 56+00 AH to M.P. 57.77)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Asphalt Concrete in Mixture	$159.60	1,043	$166,462.00	532 ~~492~~	84,907.20 ~~$78,523.20~~
SUBTOTAL			$166,462.00		~~$78,523.20~~ 81,554.80

	Decrease	$ (~~87,938.80~~)
	Subtotal from Estimate of June 14, 1983	521,225.40
$ 439,670.60	Subtotal	$ ~~433,286.60~~
$ 64,008.40	Engineering	~~70,392.40~~
	Total	$ 503,679.00

TYPE CODE I000
4-Lane Roadway
(M.P. 43.60 to M.P. 43.63)(M.P. 44.05 to M.P. 44.35)(M.P. 51.15 to M.P. 51.75)
(M.P. 54.00 to M.P. 54.23)

Total as on Estimate of June 14, 1983	$ 108,215.00

Length of Roadway (2 lanes) ---------------	13.01 miles
Length of Roadway (4 lanes) ---------------	1.16 miles
TOTAL	14.17 miles

Cost of Roadway Per Mile (2 lanes) --------	$38,714.76
Cost of Roadway Per Mile (4 lanes) --------	$93,288.79

SUMMARY OF FUNDS (88.15%)

Description	Total Cost	Federal Funds	State Funds
2 Lane Roadway	$503,679.00	$443,993.00	$59,686.00
4 Lane Roadway	108,215.00	95,391.00	12,824.00
TOTAL	$611,894.00	$539,384.00	$72,510.00

Group 1: 85%
Contract No. 9647
Prefix: 3-1433
Prefix: C09647

RLC:me

Zigzag River-Warm Springs Intchge. Section
Nonparticipating - State Work

Cold Plane Pavement Removal	24,000 Ton	1.10	$	26,400.00
Class "C" Asphalt Concrete Mixture	1,500 Ton	11.00		16,500.00
Asphalt Cement in Mixture	90 Ton	159.60		14,364.00
			$	57,264.00

76-417

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 6 157	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT**	State Oregon County Clackamas Project No. FR-24(36)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Zigzag River-Warm Springs Int.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	5-4-83	12.450
OTHER *(Specify)*		

FUNDS PRO RATA 88.15%

ESTIMATED TOTAL COST OF PROJECT $ 699,806.00	FEDERAL FUNDS $ 616,878.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By
Manager, Program Section
(Title)
~~By~~ XXX For: H.S. Coulter, P.E.
State Highway Engineer
(Title)
By
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
By
(Division Administrator)
For: Dale E. Wilken
Date executed by Division Administrator 6-21-83

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon June 14, 1983

Zigzag River-Warm Springs Intchge. Sec.
Mt. Hood Highway
Clackamas County

Federal Aid Project
No.F-24(36)

PROJECT AGREEMENT ESTIMATE

Type Code I000
2-Lane Roadway
M.P. 43.63 to 44.05)(M.P. 44.35 to 51.15)(M.P. 51.75 to 54.00)
M.P. 54.23 thru Equa. 54.99 Bk.=56.00 AH. to M.P. 57.77)

Mobilization	(75%)	All Required		$ 39,000.00
Temporary Protection and Direction of Traffic	(64%)	All Required		7,680.00
Temporary Signs	335	Sq. Ft.	7.00	2,345.00
Flagmen	525	Hr.	10.00	5,250.00
Pilot Car	225	Hr.	30.00	6,750.00
Aggregate Shoulders	947	Ton	8.00	7,576.00
Class "C" Asphalt Concrete Mixture	8,600	Ton	11.00	94,600.00
Class "E" Asphalt Concrete Mixture	7,534	Ton	12.00	90,408.00
Asphalt Cement in Mixture	1,043	Ton	159.60	166,462.80
Portland Cement or Lime Additive in Class "E" Mixture	76	Ton	138.60	10,533.60
Emulsified Asphalt in Seal Coat	238	Ton	165.00	39,270.00
Aggregate in Seal Coat	900	Ton	18.40	16,560.00
Asphalt in Tack Coat	112	Ton	170.00	19,040.00
				$ 505,475.40

Anticipated Items

Permanent Pavement Striping	(75%)	All Required		$ 15,000.00
Temporary Pavement Striping	(75%)	All Required		750.00
				$ 15,750.00
			Subtotal	$ 521,225.40
			Engineering	70,365.60
			Total	$ 591,591.00

Type Code 1000
4-Lane Roadway
(M.P. 43.60 to M.P. 43.63)(M.P. 44.05 to M.P. 44.35)(M.P. 51.15 to M.P. 51.75)(M.P. 54.00 to M.P. 54.23)

Mobilization	(10%)	All Required		$ 5,200.00
Temporary Protection and Direction of Traffic	(9%)	All Required		1,080.00
Temporary Signs	(45)	Sq. Ft.	7.00	315.00
Flagman	70	Hour	10.00	700.00
Pilot Car	30	Hour	30.00	900.00
Aggregate Shoulders	80	Ton	8.00	640.00
Class "C" Asphalt Concrete Mixture	1,200	Ton	11.00	13,200.00
Class "E" Asphalt Concrete Mixture	1,966	Ton	12.00	23,592.00
Asphalt Cement in Mixture	167	Ton	159.60	26,653.20
Portland Cement or Lime Additive in Class "E" Mixture	19	Ton	138.60	2,633.40
Emulsified Asphalt in Seal Coat	62	Ton	165.00	10,230.00
Aggregate in Seal Coat	200	Ton	18.40	3,680.00
Asphalt in Tack Coat	26	Ton	170.00	4,420.00
				$ 93,243.60

Anticipated Items

Permanent Pavement Striping	10%	All Required		$ 2,000.00
Temporary Pavement Striping	10%	All Required		100.00
				$ 2,100.00
			Subtotal	$ 95,343.60
			Engineering	12,871.40
			Total	$ 108,215.00

Length of Roadway 2 Lanes	13.01 miles
Length of Roadway 4 Lanes	1.16 miles
Total	14.17 miles

Cost Per Mile 2 Lane	$ 45,472.02
Cost Per Mile 4 Lane	$ 93,288.79

SUMMARY OF FUNDS (88.15%)

Description	Total Cost	Federal Funds	State Funds
2 Lane Roadway	$ 591,591.00	$ 521,487.00	$ 70,104.00
4 Lane Roadway	108,215.00	95,391.00	12,824.00
	$ 699,806.00	$ 616,878.00	$ 82,928.00

Group 1	85%
Contract No.	9647
P.E. Prefix:	3-1433
Constr. Prefix:	3-1053

Zigzag River-Warm Springs Intchge. Section
Nonparticipating - State Work

Cold Plane Pavement Removal	24,000 Ton	1.10	$ 26,400.00
Class "C" Asphalt Concrete Mixture	1,500 Ton	11.00	16,500.00
Asphalt Cement in Mixture	90 Ton	159.60	14,364.00
			$ 57,264.00

jc cc: OSHD (W. Rulien)

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 4	COUNTY Clackamas	DIVISION Oregon
DATE OF REPORT 12/2/86	REPORT MADE BY Larry Heil, Assistant Area Engineer		PROJECT NO. FR-24(36) & F-44(2)
COMPLETION DATE (Actual) 9/8/83	ACCEPTANCE DATE BY CONRTACT AGENCY 12/4/85	TIME ELAPSED 101 %	CONTRACT TIME August 31, 1983

LOCATION

SEE BELOW

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)

A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

ZIGZAG RIVER - WARM SPRINGS INTERCHANGE
MT. HOOD & WARM SPRINGS HIGHWAY
Paving

This is a 3R overlay project within the subject termini. Approximately 8½ miles of "E" mix was to be placed between Zigzag and Government Camp and approximately 6½ miles of "C" mix from Government Camp to the Salmon River curves.

This contract was awarded to Timberland Paving & Construction Co. on June 3, 1983. Work started July 12, 1983 and was completed September 8, 1983. An early snowstorm resulted in a temporary shut-down of the project. Two days liquidated damages were charged for those days used in excess of the contract time.

The "C" mix overran and depleted an aggregate pile which had been prepared for the "E" mix and concurrently the contract time expired. The State elected to terminate the project short of the planned termini because of the excessive cost to remobilize the crusher. That portion of the project which had been slotted for "E" mix was covered with a chip seal with State money the following summer. Final project cost underran the original authorization by 34%.

All physical construction and materials incorporated into this project are considered to be in substantial conformance with the plans and specifications. The contracted work has been satisfactorily completed and acceptance is recommended.

- LMH -

NOTED
V. E. SCHWART
cy
12/11

RECEIVED
STATE HWY ENGR
DEC 10 '86
Fredrickson

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Lawrence M. Heil		SIGNATURE G. K.	
TITLE Assistant Area Engineer	DATE 12-8-86	TITLE District Engineer A	DATE 12/9/86

FORM FHWA 1446B PREVIOUS EDITIONS MAY BE USED.

January 6, 1986

CON 5
#9647

The American Insurance Co.
Attn: Fidelity & Surety Dept.
P.O. Box 3825
Portland, OR 97208

On December 11, 1985, we wrote to you concerning release of final payment on Contract No. 9647 awarded to Timberland Paving and Construction Company for paving the Zigzag River-Warm Springs Interchange and Warm Springs Interchange-Salmon River Curves Sections of the Mt. Hood and Warm Springs Highways in Clackamas County.

Final payment on this contract is $3,936.75 and the total contract amount is $486,048.72. No work was performed under force account.

Robert W. Gormsen
COMMISSION SERVICES

cc: Timberland Paving & Construction Co.
P.O. Box 9523
Yakima, WA 98909

Corroon & Black of Oregon
P.O. Box 8699
Portland, OR 97297

bc: C. O. Fredrickson
Walt Hart
E. L. Hardt

NOTED ON CARD

9641

STATE COPY

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 8-8	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	State OREGON
PROJECT REPORT NUMBER	8-1-84	County CLACKAMAS
MODIFICATION NUMBER 1		Project Number F-44(2)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on August 18, 1983, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 128,628	$ 145,628
Federal funds	$ 113,385	$ 128,371
Other revisions		

This modification is made for the following reasons: To include increased construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 1st day of August, 1984.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Gary A. Potter

Manager, Program Section
(Title)

~~By~~ FOR: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON   JULY 31, 1984

FEDERAL AID PROJECT NO. F-44(2)

WARM SPRINGS INTERCHANGE-SALMON RIVER CURVES
WARM SPRINGS HIGHWAY
CLACKAMAS COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE 1000
M.P. 57.55 to M.P. 59.97)

Subtotal from Project Agreement Estimate of July 21, 1983	$113,327.00

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Class "C" Asphalt Concrete Mixture	$ 11.00	4,330	$ 47,630.00	5,057.3	$ 55,630.00
Asphalt Cement in Mixture	159.60	260	41,496.00	316.4	50,496.00
SUBTOTALS			$ 89,126.00		$106,126.00

Increase	$ 17,000.00
SUBTOTAL	$ 130,327.00
Engineering	15,301.00
TOTAL	$ 145,628.00

Length of Roadway ----------------------------	2.2 mi
Cost of Roadway Per Mile ---------------------	$66,194.55
Federal Funds (88.15%) -----------------------	$128,371.00
State Funds ----------------------------------	17,257.00
TOTAL	$145,628.00

Group 2: 15%
Contract No. 9647
P.E. Prefix: 3-1434
Const. Prefix: 3-1053

WH:pf

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 8-82	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT**	State OREGON County CLACKAMAS Project No. F-44(2)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Warm Springs Intchge.-Salmon River Curves

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	5-4-83	2.00
OTHER *(Specify)*		

FUNDS Pro Rata 88.15%

ESTIMATED TOTAL COST OF PROJECT $ 128,628.00	FEDERAL FUNDS $ 113,385.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Gary C. Potter

Manager, Program Section
(Title)

~~By~~ FOR: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator AUG [illegible] 1983

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON JULY 21, 1983

FEDERAL AID PROJECT NO. F-44(2)

WARM SPRINGS INTCHGE.-SALMON RIVER CURVES SEC.
WARM SPRINGS HIGHWAY
CLACKAMAS COUNTY

PROJECT AGREEMENT ESTIMATE

TYPE CODE 1000
(M.P. 57.55 TO M.P. 59.97)

Mobilization	15%	All Required		$ 7,800.00
Temporary Protection and Direction of Traffic	27%	All Required		3,240.00
Temporary Signs	65	Sq. Ft.	7.00	455.00
Flagmen	105	Hour	10.00	1,050.00
Pilot Car	45	Hour	30.00	1,350.00
Aggregate Shoulders	427	Ton	8.00	3,416.00
Class "C" Asphalt Concrete Mixture	4,330	Ton	11.00	47,630.00
Asphalt Cement in Mixture	260	Ton	159.60	41,496.00
Asphalt in Tack Coat	22	Ton	170.00	3,740.00
				$110,177.00

ANTICIPATED ITEMS

Permanent Pavement Striping	15%	All Required	$ 3,000.00
Temporary Pavement Striping	15%	All Required	150.00
			$ 3,150.00

SUBTOTAL	$113,327.00
Engineering	~~15,299.00~~ 15,301.00
TOTAL	$128,628.00

Length of Roadway ---------------- 2.200 miles
Cost of Roadway per Mile --------- $58,467.27

Federal Funds (88.15%)	$113,385.00
State Funds	15,243.00
TOTAL	$128,628.00

Group 2: 15%
Contract No. 9647
P.E. Prefix: 3-1434
Constr. Prefix: 3-1053

NONPARTICIPATING STATE WORK

Cold Plane Pavement Removal	3,100 Sq. Yd.	1.10	$ 3,410.00
Class "C" Asphalt Concrete Mixture	200 Ton	11.00	2,200.00
Asphalt Cement in Mixture	12 Ton	159.60	1,915.20
			$ 7,525.20

February 15, 1984

Feenaughty Machinery Co.
P. O. Box 13279
Portland, OR 97213

CON 5
#9647

Attention: William F. Richardson
President

Gentlemen:

Thank you for your letter of January 27, 1984, informing us that your claim has been paid.

This was in reference to the Timberland Paving and Construction Company Contract No. 9647 for paving on the Zigzag River-Warm Springs Interchange and Warm Springs Interchange-Salmon River Curves Sections of the Mt. Hood and Warm Springs Highways in Clackamas County.

This information will be noted in our records and we will advise the surety, the agent, and the contractor.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

Noted on Card
2-15-84 dc

cc: Timberland Paving & Const. Co.
P. O. Box 9523
Yakima, WA 98909

Corroon & Black of Oregon
P. O. Box 8699
Portland, OR 97201

American Insurance Company
Attn: Fidelity & Surety Dept.
121 S.W. Salmon St., Suite 900
Portland, OR 97204

Fmco. **Feenaughty**
MACHINERY CO.

282-2566

4800 NORTHEAST COLUMBIA BLVD. (P. O. BOX 13279, PORTLAND, OREGON 97213)

January 27, 1984

Mr. Robert W. Gormsen
Commission Services
Department of Transportation
Transportation Building
Salem, Oregon 97310

Dear Mr. Gormsen,

On September 16th we wrote you a letter placing a lien against State Highway Contract #9647. The prime contractor on this job was Timberland Paving and Construction Co. and the subcontractor was Ray D. Kalal. Mr. Kalal was renting two profilers from us for this job.

We have now received payment from the contractor and ask that you release our lien on the State Contract.

We appreciate the help you have given us, for without it we would probably not have obtained our rental.

Sincerely,

FEENAUGHTY MACHINERY COMPANY

Wm. F. Richardson

Wm. F. Richardson
President

WFR:dm

RECEIVED
JAN 30 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

ROAD BUILDING MACHINERY • CONTRACTORS' EQUIPMENT AND SUPPLIES

QUOTATIONS SUBJECT TO CHANGE WITHOUT NOTICE. ALL SALES, CONTRACTS OR AGREEMENTS SUBJECT TO STRIKES, ACCIDENTS OR CAUSES BEYOND THE COMPANY'S CONTROL.

CL 83-205

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
NO

September 20, 1983

IN REPLY REFER TO
FILE NO.:
CON 5
#9645
#9647

Feenaughty Machinery Co.
PO Box 13279
Portland, OR 97213

Attention: Wm. F. Richardson
Treasurer

Gentlemen or Ladies:

This will acknowledge your letter of September 16, 1983, filing claims against the following Highway Division contracts:

CONTRACT NO. 9645

FILED BY:	Feenaughty Machinery Co.
AMOUNT:	$36,000
FOR:	Equipment rental
AGAINST (Prime Contractor)	L.T. Contractors, Inc.
SUBCONTRACTOR:	Ray D. Kalal
PROJECT:	South Baker Interchange-Durkee Section, Old Oregon Trail, Baker County.
SURETY:	Seaboard Surety Co.
AGENT:	Robert Lagler

NOTED
10-10-83 Kjm

CONTRACT NO. 9647

FILED
OCT 6 1983
NORMA PAULUS
SECRETARY OF STATE

FILED BY:	Feenaughty Machinery Co.
AMOUNT:	$36,000
FOR:	Equipment rental
AGAINST (Prime Contractor)	Timberland Paving & Const. Co.
SUBCONTRACTOR:	Ray D. Kalal
PROJECT:	Zigzag River-Warm Springs Interchange and Warm Springs Interchange-Salmon River Curves Sections, Mt. Hood and Warm Springs Highways, Clackamas County
SURETY:	The American Insurance Co.
AGENT:	Corroon & Black, Inc.

ED
10/10/83 Kjm

We will advise the sureties and the prime contractors of the receipt of these claims. We will also forward them to the Secretary of State for filing.

It is the policy of the Department not to withhold payment from a contractor. If you do not receive payment, you may wish to contact the sureties mentioned in this letter.

Please advise this office when your claims have been paid.

Sincerely,

ORIGINAL SIGNED
ROBERT W. GORMSEN
Robert W. Gormsen
COMMISSION SERVICES

cc: The American Insurance Co.
121 SW Salmon St., Suite 900
Portland, OR 97204

Corroon & Black of Oregon
PO Box 8699
Portland, OR 97201

Seaboard Surety Company
320 108th Avenue, NE, Suite 401
Bellevue, WA 98004

Timberland Paving & Const. Co.
PO Box 9523
Yakima, WA 98909

L.T. Contractors, Inc.
PO Box 4448
Sunriver, OR 97702

RECEIVED
OCT 10 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

✓bc: Secretary of State - Please acknowledge receipt of the attached claims on the enclosed copy of this letter.

Fmco Feenaughty
MACHINERY CO.

282-2566

4800 NORTHEAST COLUMBIA BLVD. (P. O. BOX 13279, PORTLAND, OREGON 97213)

September 16, 1983

Mr. Robert Gormsen
Commission Services
121 Transportation Building
Salem, Oregon 97310

Dear Mr. Gormsen,

We have been renting to Ray D. Kalal Contractor two Dynapac Model PL-2000 Profilers. These profilers have been used on two jobs in the State of Oregon, they are as follows. State contract number 9647, description Zig Zag River, Warm Springs interchange and Warm Springs interchange to Salmon River corners. Prime contractor on this job was Timberland Paving and Construction. The second job is the Oregon State contract number 9645, description South Baker interchange - Durkee Baker County, prime contractor Baker Ready Mix.

These profilers rent for $18,000.00 per month and we are now into the third month and have only received one payment. We are asking that you withhold from payment to Ray D. Kalal the amount of $72,000.00 to cover the two months rental on these jobs.

Sincerely,

FEENAUGHTY MACHINERY CO.

Wm F Richardson

Wm. F. Richardson
Treasurer

WFR:dm

Please [illegible] [illegible] [illegible]
9645 - $36,000
and
9647 $36,000

RECEIVED
SEP 19 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

ROAD BUILDING MACHINERY · CONTRACTORS' EQUIPMENT AND SUPPLIES

QUOTATIONS SUBJECT TO CHANGE WITHOUT NOTICE. ALL SALES, CONTRACTS OR AGREEMENTS SUBJECT TO STRIKES, ACCIDENTS OR CAUSES BEYOND THE COMPANY'S CONTROL.

9647

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Zigzag River--Warm Springs Interchange
Warm Springs Interchange--Salmon River Curves

WEEK ENDING: September 10, 1983

SECTION PREFIX: 003-1053

HIGHWAY: Mt. Hood and Warm Springs

COUNTY: Clackamas

NAME OF JOB:

KIND OF WORK: Paving

CONTRACTOR: Timberland Paving & Construction Co.

CONTRACT NUMBER: 9647

FEDERAL AID PROJECT NUMBER: FR-24(36) & F-44(2)

DATE OF CONTRACT: June 3, 1983

DATE WORK STARTED: July 12, 1983

ESTIMATED COMPLETION DATE: June 30, 1984

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 4 SUPERVISION: 1

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS:

CALENDAR DAYS USED:

SPECIFIED COMPLETION DATE: August 31, 1983

PERCENT OF TIME ELAPSED:

PROJECT AUTHORIZATION: $ 901,967.70

EXCLUSIVE OF ENGINEERING: $ 830,446.03

ENGINEERING AUTHORIZATION: $ 71,521.67

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 55

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 814,877.34

ENGINEERING COST TO DATE: $ 42,000.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 54

DATE PROJECT WAS COMPLETED:

ESTIMATED PERCENT: UNDERRUN 2 %

PERCENT OF AUTHORIZATION: 59 %

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
				60	100		

	Cold Plane	Agg. Shldrs.	Class 'C' AC	Class 'E' AC	Agg. in Seal Coat
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	27,100 SY	1,454 T	15,830 T	9,500 T	1,100 T
TOTAL QUANTITIES CORRECTED TO DATE	22,860 SY	1,454	22,000 T	9,500	1,100
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	22,860 SY	803	16,015	0	0
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

5 trucks, 1 roller, 1 blade.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Cloudy			
MONDAY	Clear			
TUESDAY	Clear			
WEDNESDAY	Clear			
THURSDAY	Cloudy			
FRIDAY	Cloudy			
SATURDAY				

CE ___ RECEIVED ___ OM
___ CAE ___ ___ CA
___ FOE ___ ___ LS
___ OCS ___ SEP 13 1983 ___ TC
___ SCS ___ CONSTRUCTION ___ FE
___ SEO ___ SECTION ___ CP

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 4	No activity
MONDAY 5	No activity -- Holiday
TUESDAY 6	Placing shoulder aggregate Sta. 635-541
WEDNESDAY 7	Started seal coating patches Sta. 541-250
THURSDAY 8	Completed sealing patches--signs are removed--contractor moving from the project.
FRIDAY 9	No activity
SATURDAY 10	No activity

REMARKS

SUMMARY: This project is closed down for the winter.

ANTICIPATED: Final report until next summer.

SIGNED Gary Kennen LOCATION Portland

Gary Kennen, Project Manager

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

CON 5

DATE: July 15, 1983

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: C. T. Keasey, P.E., P.L.S.
Construction Engineer

SUBJECT: Notification Contract Work Started
Federal-aid Project Number
FR-24(36) & F-44(2)

Contract 9647, Work Started July 12, 1983

Project Zigzag River-Warm Springs Intchge. & Warm Springs Intchge.-Salmon River Curves

Highways Mt. Hood & Warm Springs

County Clackamas

RDC:mk

cc: R. D. Church

ZIGZAG R. - WARM SPRINGS
MT HOOD
FR- 24(36
PAVEMENT REPAIR

Cold plane Pavement Removal	24.000 sq yd
Class "C" asphalt Concrete Mixture	1500 tons
asphalt Cement in Mixture	90 tons

6-1-83

164/7 → only →

Section	(Zigzag River-Warm Springs Hwy)	Programming Estimate $	Salmon River Curves
Highway	Mt Hood & Warm Springs	Project Length	12.85
County	Clackamas	Completion Time	Aug 31, 1983
Kind of Work	Paving	Est. Comp. Date	Aug 31, 1983
Prefix	3-1433-921 1434	Letting Date (May 26, 1983)	Project No. FR-24(36) ✓

ESTIMATED CONSTRUCTION AUTHORIZATION

F-44(2)

Estimated Contract Amount . . . . $ 775,060.50

Anticipated Additional Items:

Royalty Payment		$ 21,000.00
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping	20,000	
Temporary Pavement Striping	1000	
Remove Pavement Striping (Exist. & Temp.)	1[illegible]	
Temporary Erosion Control		
State Furnished ______		
Roadside Seeding & Mulching		
Asphalt Cement Adjustment		
On the Job Trainees ($0.80 x ____ hrs.)		
State Responsibility for Damages		
Signal Controller Testing		
"OPTICOM" Testing		
Bikeway Signs		
Bikeway Striping & Legend		
______		
______		
______		
______		
______		
Adjust Utilities:		
______		
______		

Subtotal	$ 796,060.50
Contingencies (4-1/2%)	35,822.72
Engineering (~~7~~, ⑨, 10%)	71,645.45
Subtotal	$ 903,528.67
Credit for ______	
Estimated Net Authorization, Construction	$ 903,528.67

APPROVED ______

______
Road Design Engineer

Rev. 11/81

~~SUMMARY--BID SCHEDULE~~--COST ESTIMATE

OREGON STATE

HIGHWAY DIVISION

Section: Zigzag River-Salmon River Curves
County: Clackamas
Sheet 1 of 1
Kind of Work: Paving
Length: 15.2 mi
Date: 4-27-83
Name: BLACHLY

No.	Item	Code	Unit	Quant.	Unit Cost	Total
	COST ANALYSIS UNIT. 4-28-83 THIS ENGINEERING ESTIMATE IS PRICED FOR BID LETTING 5-26-83					
	Mobilization			All	All	53000.00
	Temporary Protection and Direction of Traffic			All	All	5600.00
	Temporary Signs		Sq Ft	445	6.00	2670.00
	Flagmen		Hour	700	12.00	8400.00
	Pilot Car		Hour	300	18.00	5400.00
	Roadwork					
	Cold-Plane Pavement Removal	X	Sq Yd	27100	2.00	54200.00
	Aggregate Shoulders		Ton	1454	6.25	9097.50
	Class "C" Asphalt Concrete Mixture	X	Ton	15830 ~~15,030~~	11.00	174130.00 ~~165,330.00~~
	Class "E" Asphalt Concrete Mixture		Ton	9500 ~~9750~~	11.00	104500 ~~107250.00~~
	Asphalt Cement in Mixture		Ton	1572 ~~1512~~	164.00	257808.00 ~~247,968.00~~
	Portland Cement or Lime					
	Additive in Class "E" Mixture		Ton	95	68.00	6460.00
	Emulsified Asphalt in Seal Coat		Ton	300	175.00	52500.00
	Aggregate in Seal Coat		Ton	1100	6.75	7425.00
	Asphalt in Tack Coat		Ton	152	190.00	28,880.00

734-1736 (8-81)

HIGHWAY DIVISION - DEPARTMENT OF TRANSPORTATION LOC 3

FILES May 26, 1983

H. S. Coulter
State Highway Engineer

Footpaths and Bicycle Trails
May 26, 1983 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened May 26, 1983 on the following projects:

1. Richland Rock Production
   Baker-Copperfield Highway, Baker County
   Aggregate Crushing

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

2. South Baker Intchge-Durkee
   Old Oregon Trail Highway, Baker County
   Paving

   Overlay project.

   Same as No. 1.

3. Oregon City-New Era (MP 13.18-13.38 & MP 17.35-17.75)
   Pacific Highway East, Clackamas County
   Rock Slope Protection and Overlay Project

   Same as No. 1.

4. Zigzag River-Warm Springs Intchge and
   Warm Springs Intchge-Salmon River Curves
   Mt. Hood and Warm Springs Highways, Clackamas County
   Paving

   Overlay project. Existing shoulder bike route will be restriped and extended from its present termini at Ski Bowl Frontage Road to the Timberline Highway.

5. Fern Hill Slide (MP 89.0)
   Columbia River Highway, Clatsop County
   Grading and Paving

Realignment in a slide area. Two 12-foot lanes with 4-foot shoulders available for bicycle and pedestrian traffic. An additional 4 feet to be added to each shoulder at a later date.

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c) which states, "footpaths and trails are not required to be established ...where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

6. Crooked River Bridge
   Conant Basin Road, Crook County
   Structure Repair

   Seventeen-foot roadway on structure and 20-foot aggregate roadway on the approaches.

   Footpath and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b) which states, "footpaths and trails are not required to be established ...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

7. Fremont Junction-Chemult and
   Odell Lake-Makualla Road
   The Dalles-California and Willamette Highways
   Deschutes and Klamath Counties
   Paving

   Overlay. The existing bikeway on The Dalles-California Highway will be restriped. The striping will be extended to the end of the project. The section on the Willamette Highway has 4-foot shoulders which are available for bicycle and pedestrian use.

8. Linn County Line-Suttle Lake
   Santiam Highway, Jefferson County
   Grading

   Fall-out bench construction.

   Same as No. 1.

9. Lenz Road-Forge Road
   The Dalles-California Highway, Klamath County
   Grading and Paving

   Twelve-foot lanes with slow-moving vehicle lanes as required. The first ten miles of the project has 8-foot shoulders and the remaining ten miles has 4-foot shoulders. The project will be striped with shoulder bike lanes.

10. Arterial Street Overlay Project No. 4
Various Portland City Streets, Multnomah County
Paving

Overlay Project.

Same as No. 1.

11. MP 0.48-MP 2.25
Scott Canyon Road, Sherman County
Guardrail Installation

Same as No. 1.

12. Buford Ridge Road-Forest Boundary
Enterprise-Lewiston Highway, Wallowa County
Paving

Overlay and widening. Twenty-Six to Twenty-eight-foot roadway.

Same as No. 5.

13. Antelope Rock Production
Shaniko-Fossil Highway, Wasco County
Aggregate Crushing

Same as No. 1.

14. Gales Creek-Sunset Highway
Wilson River Highway, Washington County
Paving

Overlay and Guardrail. Twelve-foot lanes with 4- or 6-foot shoulders and climbing lanes as required.

Same as No. 5.

15. Spray Slide Correction
John Day Highway, Wheeler County
Grading

Slide correction. Minor road work to be done by others.

Same as No. 1.

16. East McMinnville Intchge
Salmon River Highway, Yamhill County
Grading and Paving

Interchange ramp realignment.

Same as No. 5.

cc E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell
D. A. Ridings

RPS:ge

5-4-83 8

rl1

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. FR-24(36) & F-44(2)
2. STATE PROJECT NO. See below
2A. COUNTY NAME Clackamas
4. PROGRAM NO.
5. ITEM NO. 30090 & 30091

Dale E. Wilken, Division Administrator
FHWA - Oregon Division

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 5/4/83
8. FEDERAL ROUTE NUMBER Primary 24 & 44
9. STATE ROUTE NUMBER Primary 26 & 53

10. GENERAL LOCATION:

Zigzag River - Warm Springs Interchange Section and
Warm Springs Interchange - Salmon River Curves Section

11. GENERAL DESCRIPTION OF WORK

Pavement overlay

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)*
Permanent Pavement Striping S.F. $20,000
Temporary Pavement Striping S.F. $ 1,000

13. REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Potter's 5/2/83 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $905,251 Federal Funds $797,977.

A signed copy of the Title Sheet is returned herewith.

It is understood that pavement repair work under project FR-24(36) which is necessary before application of the overlay, is to be funded and accomplished by the State.

RECEIVED
STATE HWY ENGR
MAY 16 '83
REFER TO Potter
FOR
Info | Investigate | Reply | Sign | Act

14. DATE 5/4/83
15. SIGNATURE OF APPROVING OFFICIAL
16. TITLE for Division Administrator

FORM PR-1240 PREVIOUS EDITIONS MAY BE USED

96 1 1 57-3 ON 31-41

rll

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. FR-24(36) & F-44(2)

2. STATE PROJECT NO. See below

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

2A. COUNTY NAME Clackamas

5. ITEM NO. 30090 & 30091

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 5/4/83

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Zigzag River - Warm Springs Interchange Section and
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☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
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RECEIVED
STATE HWY ENGR
MAY 16 '83
REFER TO Potter
Orig Wat
FOR
Info | Invest | R/D | D.R | Sign | Act | File

14. DATE 5/4/83

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hoss

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

No 11

CON 21-4
Warm
Springs
C

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.: PRO 6-2

Date: May 2, 1983

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: Gary Potter, Manager
Program Section

Subject: Project Data Submission
Item No. 30091
Project No. F-44(2)
Warm Springs Intchge.-Salmon Riv. Curves Sec.
Clackamas County

PAVEMENT OVERLAY (+ LK CLIFF)
WARM SPRINGS HWY

Attached support data for the subject project consists of PR-1 form and project map.

It is the Oregon State Highway Division's present intention to receive bids for the project on May 26, 1983.

JLG:bks
Attachments
cc: E.L. Hardt (Metro)
General Files

Form 734-3122

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

mis

CON [illegible]

SEE INSTRUCTIONS ON REVERSE

KEY ID# Warm Springs

SECTION Warm Springs Junction-Salmon River Curves
Warm Springs Highway

REGION 4

AUTHORIZATION NO. #53

PREFIX 3-1434

DATE 4/20/83

SURVEY AUTHORITY

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 1,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 1,500
902 CITIZEN'S INVOLVEMENT			916 PHOTOGRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION			935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		
905 FINAL DESIGN		1,500	920 PROGRAM MANAGEMENT		200	937 HYDRAULICS		
906 BRIDGE DESIGN		200	921 SPECIFICATIONS		3,000	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		100	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		200	950 TRAINING		
910 REGION GEOLOGIST		500	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		200	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTILITY LIAISON			932 RAILROAD & UTILITIES		200			
						TOTALS	$ 8,600	$ 8,600

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER

PREVIOUS AUTHORIZATION	$
ADD. AUTH. REQUIRED	$

LOCATION ENGINEER'S REMARKS

Prepare plans, specifications and estimate for an overlay project by contract.

1 ✓ Rw cy Watson
2
3
4
Wakerlig

RECEIVED
SECTION

PREPARED BY Olid Lewellyn	DATE 4/20/83	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 4/20/83
RECOMMENDED, REGION ENGINEER X	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE 4-20-83
RECOMMENDED, LOCATION ENGINEER X	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

734-1914 (7-82)

1983 Fern Hill Slide (MP 89.0) 9648
Sec. of the Columbia Rv. Hwy. East of
Astoria. (Grading & Paving)

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 7-278 PROJECT REPORT NUMBER MODIFICATION NUMBER 1	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089 State Oregon County Clatsop Project Number F-1(28)

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

The Project Agreement for the above-referenced project entered into between the undersigned parties

and executed by the Division Administrator on July 8 , 1983 ,

is hereby modified as follows:

		Former amount	Revised amount
Estimated total cost of project	522,056	$ ~~545,891~~	$ ~~556,106~~ 532,271
Federal funds	460,192	$ ~~481,~~202	$ ~~490,~~206 469,196
Other revisions			

This modification is made for the following reasons: to include increased construction and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 30th day of July , 1984 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Gary A. Potter

Manager, Program Section
(Title)

XRX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON JULY 24, 1984

FEDERAL AID PROJECT NO. F-1(28)

FERN HILL SLIDE SECTION
LOWER COLUMBIA RIVER HIGHWAY
CLATSOP COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE 1000
ROADWAY (STA. 200+00 to STA. 230+00)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT	
3/4"-0 Aggregate Base	$ 9.00	1,660	$14,940.00	2,660	$ 23,940.00	
					Increase	$ 9,000.00
		Subtotal from Project Agreement Estimate of July 5, 1983				459,961.50
					Subtotal	$ 468,961.50
					Engineering	63,309.50
					Total	$ 532,271.00

Length of Project	0.568 mi.
Cost of Roadway Per Mile	$ 937,096.83

Federal Funds (88.15%)	$ 469,196.00
State Funds	63,075.00
Total	$ 532,271.00

Group 1
Contract No. 9648
Prefix: 4-1451
Prefix: 4-1044
WH:bkb

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 7-66	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT**	State Oregon County Clatsop Project No. F-1(28)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Fern Hill Slide Section

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	5-4-83	0.568
OTHER *(Specify)*		

FUNDS PRO RATA 88.15%

ESTIMATED TOTAL COST OF PROJECT $ 522,056.00	FEDERAL FUNDS $ 460,192.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By Larry A. Potter
Manager, Program Section
(Title)
XXBy For: H.S. Coulter, P.E.
State Highway Engineer
(Title)
By
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken
Date executed by Division Administrator JUL [illegible]

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

F-1(28)

Oregon State Highway Division
Salem, Oregon July 5, 1983

Fern Hill Slide Section
Lower Columbia River Hwy. in Clatsop County

PROJECT AGREEMENT ESTIMATE

Type Code I000
Roadway (Sta. 200+00 to Sta. 230+00)

Mobilization		All Required		$ 22,500.00
Temporary Protection and Direction of Traffic		All Required		4,000.00
Temporary Signs	136	Sq. Ft.	7.00	952.00
Temporary Barricades	4	Each	110.00	440.00
Temporary Continuous Rail Traffic Barriers, Reflectorized	300	Lin. Ft.	6.00	1,800.00
Temporary Concrete Barriers, Reflectorized	750	Lin. Ft.	9.00	6,750.00
Flagmen	400	Hour	18.00	7,200.00
Pilot Car	50	Hour	24.00	1,200.00
Clearing and Grubbing		All Required		15,000.00
Removal of Structures and Obstructions		All Required		2,000.00
Ditch Excavation	155	Cu. Yd.	5.00	775.00
General Excavation	40,890	Cu. Yd.	1.50	61,335.00
Trench Excavation	615	Cu. Yd.	2.50	1,537.50
Finishing Roadbed and Slopes		All Required		3,000.00
Watering	450	M-Gal.	6.00	2,700.00
Filter Fabric Membrane	16,750	Sq. Yd.	.80	13,400.00
Coarse Aggregate Base	15,000	Ton	8.25	123,750.00
3/4"-0 Aggregate Base	1,660	Ton	9.00	14,940.00
Lime Treated Subgrade	2,200	Sq. Yd.	2.00	4,400.00
Lime Treated Subgrade	50	Ton	95.00	4,750.00
Class "B" or Class "C" Asphalt Concrete Mixture	3,775	Ton	18.00	67,950.00
Asphalt Cement in Mixture	220	Ton	165.00	36,300.00
12-inch Culvert Pipe	228	Lin. Ft.	17.00	9,350.00
24-inch Culvert Pipe	10	Lin. Ft.	20.00	200.00
Concrete Manholes	1	Each	1,200.00	1,200.00
Concrete Inlets, Type G-1	3	Each	350.00	1,050.00
Concrete Inlets, Type G-2M	1	Each	500.00	500.00
6-inch Drain Pipe	820	Lin. Ft.	3.00	2,460.00
8-inch Drain Pipe	820	Lin. Ft.	4.50	3,690.00
Filter Fabric	1,625	Sq. Yd.	1.00	1,625.00
Gravel in Drains	250	Cu. Yd.	14.00	3,500.00
Guard Rail, Type 2A	1,425	Lin. Ft.	11.00	15,675.00
Guard Rail Anchors, Type 1	2	Each	300.00	600.00
Rail End Pieces, Type "C"	2	Each	100.00	200.00
Extra for Asphalt Approaches	9	Each	150.00	1,350.00
Drainage Curbs	900	Lin. Ft.	2.50	2,250.00

Delineators, Type 2	24 Each	25.00		600.00
Delineators, Type 3	6 Each	25.00		150.00
Delineators, Type 4	6 Each	15.00		90.00
Roadside Seeding and Mulching	5 Acre	600.00		3,000.00
			$	447,361.50

Anticipated Items

Permanent Pavement Striping	All Required		$	3,800.00
Temporary Pavement Striping	All Required			3,800.00
Temporary Erosion Control	All Required			5,000.00
			$	12,600.00
		Subtotal	$	459,961.50
		Engineering		62,094.50
		Total	$	522,056.00

Length of Project		0.568 mi.
Cost of Roadway Per Mile	$	919,112.67

Retained in Program Status

Embankment Foundation Work	All Required		$	20,000.00
Permanent Signing	All Required			1,000.00
			$	21,000.00
		Engineering		2,835.00
		Total	$	23,835.00

SUMMARY OF FUNDS (88.15%)

Description	Total Cost	Federal Funds	State Funds
Roadway	$ 522,056.00	$ 460,192.00	$ 61,864.00
Retained in Program Status	23,835.00	21,010.00	2,825.00
Total	$ 545,891.00	$ 481,202.00	$ 64,689.00

Group 1	100%
Contract No.	9648
Prefix:	4-1451
Prefix:	4-1044

Fern Hill Slide Section
Nonparticipating Work

Single Mailbox Supports	4 Each	125.00	$	500.00

STATE COPY

SC

US Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

cc: OSHD (Coulter)

REGION NO. 10	REPORT NO. 2	COUNTY Clatsop	DIVISION Oregon
DATE OF REPORT 7/27/84	REPORT MADE BY W. Kappus, Area Engineer		PROJECT NO. F-1(28)
COMPLETION DATE (Actual) 11/29/83	ACCEPTANCE DATE BY CONRTACT AGENCY 5/22/84	TIME ELAPSED 107 %	CONTRACT TIME 120 CD

LOCATION
East of Astoria, Ore, on Hwy 30 at M.P. 89.

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

This project provided for the realignment of 0.58 miles of the existing highway to avoid a slide area that developed during the winter of 1981/1982.

The total project cost underran by approximately 4.5%. Liquidated damages in the amount of $1,500.00 were assessed for contract time overruns.

A final inspection of the completed project was made Dec. 14, 1983.

RECEIVED
STATE HWY ENGR
AUG 2'84
REFER TO
Fredrickson
FOR

Info	Inves	R/D	D/R	Sign	Act	File

NOTED
W. E. SCHWARTZ

cy
8/3

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE W. H. Kappus Original Signed By WILLIAM H. KAPPUS Area Engineer		SIGNATURE G. K. Hossner Original Signed By G. K. HOSSNER Field Operations Engineer	
TITLE Area Engineer	DATE 8/1/84	TITLE Field Operations Engineer	DATE 8/1/84

FORM FHWA 1446B   PREVIOUS EDITIONS MAY BE USED.

May 25, 1984

United Pacific Insurance Co.
Bond Department
33405 8th Ave. So. C-3000
Federal Way, WA 98003

CON 5
#9648

Gentlemen or Ladies:

On May 23, 1984, we wrote to you concerning release of final payment on Contract No. 9648 awarded to Bayview Transit Mix, Inc. for work on the Fern Hill Slide (M.P. 89.0) Section of the Columbia River Highway in Clatsop County.

Final payment on this contract is $1,000.00 and the total contract amount is $451,986.55. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm
cc: Bayview Transit Mix, Inc.
950 Olney Street
Astoria, OR 97103

bc: C. O. Fredrickson
Walt Hart
Duane Christianson

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
F-1(28)

2. STATE PROJECT NO.
See Below

2A. COUNTY NAME
Clatsop

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO.
20061

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE
12/14/83

8. FEDERAL ROUTE NUMBER
Primary 1

9. STATE ROUTE NUMBER
Primary 2W

10. GENERAL LOCATION:
Fern Hill Slide Section

11. GENERAL DESCRIPTION OF WORK
Horizontal drilling to facilitate drainage

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
X☒ CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 12/14/83 as requested in Mr. Fredrickson's letter of 3/28/84 as being cost effective for the use of State forces to proceed with the above work. State Force Order No. 2 is approved for a TEC of $7,500 Federal Funds $6,611.

RECEIVED
STATE HWY ENGR
APR 11 '84
REFER TO
P
FOR

Info		R/D	D/R	Sign	Act	File

4/11

14. DATE
4/5/84

15. SIGNATURE OF APPROVING OFFICIAL
G. K. Hossner

16. TITLE
for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-1(18)
2. STATE PROJECT NO. See Below
2A. COUNTY NAME Clatsop

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.
5. ITEM NO. 20061

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 4/5/84
8. FEDERAL ROUTE NUMBER Primary 1
9. STATE ROUTE NUMBER Primary 2W

10. GENERAL LOCATION:
Fern Hill Slide Section

11. GENERAL DESCRIPTION OF WORK
Withdraw Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* See Below

13. REMARKS

As requested by Mr. Potter's letter of 3/23/84 I approve the withdrawal of the subject project.

RECEIVED
STATE HWY ENGR
APR 11 '84
REFER TO
FOR
Info [illegible] R/D D/R Sign Act File

14. DATE 4/5/84
15. SIGNATURE OF APPROVING OFFICIAL G. K. [illegible]
16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

ROAD DESIGN SECTION 378-6558

D. O. Christensen
Region 2 Engineer, SALEM

February 23, 1984

W. H. Wakerlig
Right of Way Descriptions Supervisor

ORIGINAL SIGNED BY
W. H. WAKERLIG

Fern Hill Slide (M.P. 89.0) Section
1. Columbia River Highway
Clatsop County

We are forwarding herewith a reproducible map (9B-21-25) covering the subject survey for your verification, narrative, professional seal, signature and submittal to the county per ORS 209.250.

The narrative shall explain the purpose of the survey, the basis on which lines were established and which found monuments and deed elements controlled the lines established or reestablished.

If, the narrative is a separate document, the narrative and the map should be referenced to each other and the narrative should contain additional information as follows:

1. Location of survey by ¼ Section or Donation Land Claim, Township and Range.
2. Date of Survey.
3. Surveyor's Seal.
4. Surveyor's business name and address.

WHW:rlr
Attachment

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: FERN HILL SLIDE (MP 89)
WEEK ENDING: January 28, 1984
SECTION PREFIX: 4-1044
HIGHWAY: COLUMBIA RIVER
COUNTY: CLATSOP
NAME OF JOB: FERN HILL SLIDE (MP 89)
KIND OF WORK: GRADING AND PAVING
CONTRACTOR: BAYVIEW TRANSIT MIX, INC.
CONTRACT NUMBER: 9648
FEDERAL AID PROJECT NUMBER: F-1(28)
DATE OF CONTRACT: JUNE 7, 1983
DATE WORK STARTED: JULY 12, 1983
ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK:
MEN 0 SUPERVISION: 0
SPECIFIED WORK DAYS
SPECIFIED CALENDAR DAYS 151
WORK DAYS USED
CALENDAR DAYS USED 161
SPECIFIED COMPLETION DATE
PERCENT OF TIME ELAPSED 107
PROJECT AUTHORIZATION: $546,458.81
PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
EXCLUSIVE OF ENGINEERING: $503,127.27
ENGINEERING AUTHORIZATION $43,331.54
PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 96
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $453,300.00
ENGINEERING COST TO DATE $73,000.00
est. engr. $74,000.00
DATE PROJECT WAS COMPLETED: NOVEMBER 29, 1983
ESTIMATED PERCENT UNDERRUN 3.5 %
PERCENT OF AUTHORIZATION 168 %

SEMIFINAL SUBMITTED: DECEMBER 28, 1983

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE	MAT'L PROD		
100	100	100	100	100			

	GRADING	Aggr. Base SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	40,890 CY	16,660 TON			3,775 TON
TOTAL QUANTITIES CORRECTED TO DATE	41,162 CY	15,745 TON			4,060 TON
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	41,168 CY	15,745 TON			4,060 TON
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

NONE.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 22		161		
MONDAY 23		161		
TUESDAY 24		161		
WEDNESDAY 25		161		
THURSDAY 26		161		
FRIDAY 27		161		
SATURDAY 28		161		

CE K
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RECEIVED
JAN 30 1984
CONSTRUCTION SECTION
OM
CA
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TC
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CP

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 22	No work activity.
MONDAY 23	"
TUESDAY 24	"
WEDNESDAY 25	"
THURSDAY 26	"
FRIDAY 27	"
SATURDAY 28	"

REMARKS

Second notification issued effective 11/29/83.
Semifinal submitted on 12/28/84.
Third Notification issued on 1/27/84.

THIS IS THE LAST WEEKLY REPORT FOR THIS PROJECT.

Summary of overruns and underruns:
No change since last report.

SIGNED C Anderson LOCATION ASTORIA
Chet Anderson

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP F216

91-1

Oregon Lumber Export Company
[redacted]
16050 S.E. HWY 224 (P.O. BOX 85)
CARVER, OREGON 97015 U.S.A.

(503) 658-5151
[redacted]
CABLE ADDRESS "ORELXCO"
[redacted]
TELEX NO. 474206

RECEIVED
STATE HWY ENGR
JAN 24 '84
REFER TO Boyd
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Need briefing
please

RECEIVED
STATE HWY ENGR
FEB 1 '84
REFER TO Schwartz
FOR
Info ☒ | Inves | R/D | D/R | Sign | Act | File ☒

January 19, 1984

Department of Transportation
Highway Division
Transportation Building
Salem, Oregon 97310

Your File 53013
Fern Hill - Clatsop County
Columbia River Highway
Tax Lot 2500, Sec. 19
T8N R8W WM

Attn: Mr. Rod Henry

NOTED
W. E. SCHWARTZ

Gentlemen:

I have been advised by telephone today (approximately one month later than promised) that the state has revised its offer upwards from $7,300.00 to $19,600.00. Your people advise that this is to cover the 2 1/2 acres taken for the right of way plus the 1.85 acre disposal site. We have asked for $66,071.43 for the 2 1/2 acres plus removal of the dirt and debris from the 1.85 acres.

The taking of our property was unnecessary in the first place. No improvement to the highway was made. In fact what you have accomplished is to straighten out a short section of highway so that a motorist can get a faster run at a dangerous curve.

You have wasted the taxpayers money and now appear to be trying to reduce a useless blunder by not paying a fair market value for the land taken.

You have ignored the problem created by the debris you have left on our property rendering the site unbuildable.

We herewith demand that you remove all of the dirt, brush, trees, cans, and other debris left on our property. You had other disposal sites available so there was certainly no need for you to make a mess out of a piece of beautiful, buildable, well drained, high ground.

Note
discussed with Coulter - 1/30/84
best course of action to have Rod
negotiate best deal possible -
He will do personally. Some responsibility
rests with us. JB cc Coulter

RIGHT OF WAY ADMINISTRATION
RECEIVED
JB
JAN 25 1984
☐ M ☐ AM ☐ ADM ☐ RBR ☐ CA ☐ T-S
☐ PMS ☐ AS ☐ CL ☐ OS ☐ TA ☐ RUE
☐ 0 ☐ 1 ☐ 2 ☐ 3 ☐ 4 ☐ F

Fred Miller informed me on April 28, 1983 that the "difficulty in reaching a settlement was zoning". That the Right of Way Section would reconsider the land value based on the adopted zoning. The property in the area of the taking was re-zoned RA-1. Now you still persist in ignoring the value of building sites in the area. If your offer were the true value (which it is not) of this property then the entire neighborhood has for sometime been assessed taxes at 4 to 5 times what it should have been. I don't believe the county assessor would be willing to adjust the true cash value of the properties in the Fern Hill area to comply with the State Highway Departments notion of value or make refunds in accordance therewith.

You have our invoice for the 2 1/2 acre taking. We expect it to be paid with interest thereon from the date you first set foot on our property. Furthermore, we expect you to get the pile of dirt & debris removed poste haste.

Yours very truly,

Oregon Lumber Export Company

Lowell E. Patton

LEP/md

cc: Mr. Fred D. Miller

Short briefing
pls.

RECEIVED
DOT DIRECTOR
JAN 23 '84
REFER TO
Coulter
FOR
Info Inves R/D D/R Sign Act File

January 5, 198~~3~~4

CON

Bayview Transit Mix, Inc.
950 Olney Avenue
Astoria, OR 97103

Time Extension Request
Fern Hill Slide
Contract No. 9648
FAP No. F-1(28)

Your request for additional contract time in which to complete the above project due to weather conditions during the period October 28 to November 21, 1983 has been carefully reviewed. A detailed review of the local climatological data indicates that there were 13 calendar days of "not reasonably predictable" weather conditions during this time period and that the remaining days of inclement weather were "reasonably predictable." Accordingly, a contract time adjustment of an additional 13 calendar days is granted.

The adjusted contract time for completion is 151 calendar days. There remains ten calendar days of liquidated damages under this contract.

Should you wish to submit additional data, or to further review this matter, please contact Project Manager Chet Anderson.

W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

OBJ:cb sl

bc H. S. Coulter
C. T. Keasey
C. O. Fredrickson w/att.
Chet Anderson w/att.
FHWA w/att.
Bob Church

STATE OF OREGON
Highway Division - Region 2

INTEROFFICE MEMO

378-2626

TO: C. T. Keasey
CONSTRUCTION ENGINEER

DATE: December 21, 1983

FROM: G. W. Wimer
REGION II CONSTRUCTION ENGINEER

CE
CAE
FOE
OCS
SCS
EEO
RECEIVED
DEC 22 1983
CONSTRUCTION SECTION
LC
TC

SUBJECT: Second Time Extension
Fern Hill Slide Project
Columbia R. Highway M.P. 89
Contract 9648

Joseph G. Perrigo of Bay View Transit Mix, Inc., on the attached formal request, which contains the consent of surety, submits a second request that the contract time in the subject project be adjusted. This time he requests that the contract time be extended from October 28 to November 21, a period of 25 days. Previously, by November 22 letter, Assistant State Highway Engineer W. E. Schwartz granted an 18 calendar day (cd) extension to the originally authorized 120 cds making a new total of 138 cds. That extended time expired November 6. Actually the project took until November 29 or the 161st cd.

Mr. Perrigo accompanies his formal request with a December 5 letter which transmitted a copy of Mr. Schwartz's letter, two sheets of preliminary local climatological data and a newspaper clipping. Copies of each are attached. He bases his request on "..construction was stopped by inclement weather..(which was)..not reasonabl(y) predictable."

Project Manager Chet Anderson made a much more extensive review in his attached December 16 letter than Mr. Perrigo of what weather might not be reasonably predictable in the Astoria area. Copies of his supporting data are also attached. It is interesting that he concludes the contractor had to wait an unpredictably long 23 days during the time in question, as compared to the more predictable 10 days between breaks in the weather that might allow the one day of remaining paving to be completed. Because of this he recommends an additional 13 cds. This office agrees with that portion of his analysis and concurs with the recommendation.

However, when the approaches, intersections and guardrail flares were paved on November 21, all that remained was the final touchup of shoulder rock, installing delineators, installing mailbox supports, completing the seeding and mulching and some very incidental handwork touching up the grading slopes. The contractor wanted a dry day to do the latter item and essentially wanted to do all of the other work, which could have been done in the rain, the same day. If the contractor had done the work that could be done in the rain on November 22, many of our Project Managers would have issued a second notification and allowed the incidental handwork on the slopes to be done without charging time. Therefore, I believe it appropriate, since the contractor consolidated his remaining work and minimized our review, to treat the time as though the contractor completed the basic contract work on November 22 and not charge liquidated damages for the final 7 cds, even if we must do so on a non-participating basis.

Do not concur.
DBJ

In effect I am recommending a 20 cd extension, leaving 3 days of liquidated damages.

cc: Chet Anderson

GWW/cal

12-30-83

W. E. Schwartz –

I concur with the Project Manager and Region to grant 13 calendar days due to "reasonably unpredictable Weather" (rain) during November, 1983. The number of consecutive days of rain was the determining weather event. I do not agree with Region that we should waive an additional 7 C.D.

9 7 - 5

TELEPHONE 503/325-3562 READY MIX CONCRETE

BAYVIEW TRANSIT MIX
950 OLNEY AVENUE
ASTORIA, OREGON 97103

December 5, 1983

Oregon State Highway Department
Mr. Chet Anderson
Project Manager
350 West Marine Drive
Astoria, Oregon 97103

Dear Chet:

Re: Time Extension Request Follow Up.
Fern Hill Slide (M.P. 84.0)
Contract No. 9648

Enclosed find copy of letter of response on previous request for time extension.

As noted in paragraph (2), on reasonable predictable weather, please find copy of weather data for the months of October and November, 1983 and as you will note, construction was stopped by inclement weather, specifically finish paving on two road approaches, two driveways, and two guard rail aprons. This work needed to be completed before delineator and seed and mulch could be completed. For this we ask for the time extension on project # 9648 as data will confirm weather in area would fall in that area of "not reasonable Predictable".

Thank You

Bayview Transit Mix, Inc.

Joe Perrigo
Joseph G. Perrigo

Incl:

cc: W.Schwartz

NOTED
W. E. SCHWART

RECEIVED
STATE HWY ENGR
DEC 7 '83
REFER TO
FOR
Info | Inves | R/D | D R | Sign | Act | File

Rain kept falling and falling and....

If your rain slicker is still leaving puddles under the coat rack, there's a reason.

A record 16.75 inches of rain fell in the Astoria area during November, nearly 2 inches more than the previous high for the month. That mark — 14.93 inches — was set 10 years ago.

The wettest day of the month was Nov. 3, when 2.59 inches of rain drenched the area, said Larry Jacobs of the National Weather Service office at Port of Astoria Airport.

Although November was wetter than usual, it was still far drier than the rainiest month on record. That was February 1961, when [illegible] inches fell in only 28 days — the most rain since the weather service office was established at the airport in 1953.

November's rainfall was 7.32 inches above normal for the month and boosted the 1983 total to 69.36 inches, nearly 14 inches above normal. The record for one year's rainfall was set in 1968, when [illegible] inches fell. That year's wettest month was December, when [illegible] inches were recorded.

WS FORM F-6 (1-78)

U. S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL WEATHER SERVICE

PRELIMINARY LOCAL CLIMATOLOGICAL DATA

STATION: WSO, ASTORIA, OREGON

MONTH: OCTOBER

YEAR: 1983

LATITUDE: 46 ° 09 ' N

LONGITUDE: 123 ° 53 ' W

GROUND ELEVATION (ft): 8 FT.

STANDARD TIME: PACIFIC

DAY	TEMPERATURE °F MAXIMUM	MINIMUM	AVERAGE	DEPARTURE FROM NORMAL	DEGREE DAYS (Base 65°) HEATING	COOLING	PRECIPITATION (In.) TOTAL (Water equivalent)	SNOWFALL, ICE PELLETS	SNOW, ICE PELLETS OR ICE ON GROUND 6AM	WIND AVERAGE SPEED (m.p.h.)	FASTEST MILE SPEED (m.p.h.)	FASTEST MILE DIRECTION	SUNSHINE TOTAL (Min.)	PERCENT OF POSSIBLE	SKY COVER SUNRISE TO SUNSET (Tenths)	WEATHER OCCURRENCES				
1	2	3	4	5	6a	6b	7	8	9	10	11	12	13	14	15	16	17	18	19	20
1	61	35	48	-8	17	0	.01	0	0	7.4	12	26			7	1				
2	61	51	56	0	9	0	.01	0	0	8.7	13	23 1/			9	1				
3	62	52	57	+1	8	0	.11	0	0	9.1	18	21			10	1				
4	62	44	53	-2	12	0	.01	0	0	8.7	15	31			2	1				
5	61	36	49	-6	16	0	0	0	0	7.7	14	30 1/			2	1				
6	61	39	50	-5	15	0	0	0	0	7.7	13	29			6	1				
7	65	32	49	-6	16	0	0	0	0	7.9	14	03			8	2				
8	61	42	52	-3	13	0	0	0	0	6.7	10	26 1/			8					
9	61	40	51	-3	14	0	0	0	0	6.7	12	30 1/			6					
10	64	34	49	-5	16	0	0	0	0	8.1	14	02			0	1				
11	67	39	53	-1	12	0	0	0	0	7.7	12	03 1/			0					
12	61	36	49	-5	16	0	0	0	0	6.6	10	24 1/			6	1				
13	56	42	49	-5	16	0	.04	0	0	7.6	12	22			10	1				
14	59	38	49	-4	16	0	T	0	0	7.4	13	30 1/			7	1				
15	57	32	45	-8	20	0	0	0	0	6.9	09	28 1/			2	2				
16	55	33	44	-9	21	0	.06	0	0	6.1	10	23			10	2				
17	61	40	51	-2	14	0	.21	0	0	7.4	14	19			8	1				
18	59	38	49	-4	16	0	0	0	0	5.9	09	02			10	2				
19	56	43	50	-2	15	0	.03	0	0	6.5	14	18			10	2				
20	61	44	53	+1	12	0	.02	0	0	5.7	09	23 1/			9	2				
21	62	49	56	+4	9	0	.24	0	0	8.1	18	15			10	1				
22	61	44	53	+1	12	0	.09	0	0	5.3	14	20			9	2				
23	60	41	51	0	14	0	0	0	0	7.4	12	02			4	2				
24	54	34	44	-2	16	0	.01	0	0	6.3	10	05			10					
25	65	39	52	+1	13	0	0	0	0	5.9	09	32			7	1,8				
26	61	36	49	-2	16	0	0	0	0	7.1	15	22			10	2,8				
27	60	42	51	+1	14	0	T	0	0	6.0	13	30			7	1,8				
28	57	39	48	-2	17	0	0	0	0	5.9	10	29 1/			9	2				
29	55	41	48	-2	17	0	.27	0	0	6.6	09	01 1/			10	2,8				
30	60	52	56	+6	9	0	.46	0	0	9.6	15	17			10	1				
31	61	41	51	+1	14	0	0	0	0	11.1	13	05			6	1				
SUM	1872	1252	—	—	445	0	1.57	0	—	220	—	—		—	222					
AVG	60.4	40.4	—	—	—	—	—	—	—	7.2	FASTEST 18	DIRECTION 15 1/	POSSIBLE	%	7.2					

CERTIFIED TRUE COPY

Raymond Kupky

NATIONAL WEATHER SERVICE
ASTORIA, OREGON

TEMPERATURE DATA

AVERAGE MONTHLY 50.4

DEPARTURE FROM NORMAL -2.5

HIGHEST 67 ON 11

LOWEST 32 ON 1,15

NUMBER OF DAYS WITH –

MAX. 32° OR BELOW 0

MAX. 90° OR ABOVE 0

MIN. 32° OR BELOW 2

MIN. 0° OR BELOW 0

HEATING DEGREE DAYS (Base 65°)

TOTAL THIS MONTH 445

DEPARTURE FROM NORMAL +10

SEASONAL TOTAL 901

DEPARTURE FROM NORMAL +26

COOLING DEGREE DAYS (Base 65°)

TOTAL THIS MONTH 0

DEPARTURE FROM NORMAL 0

SEASONAL TOTAL 5

DEPARTURE FROM NORMAL -9

PRECIPITATION DATA

TOTAL FOR THE MONTH 1.57 IN.

DEPARTURE FROM NORMAL -4.34 IN

GREATEST IN 24 HRS. .73 ON 29-30

SNOWFALL, ICE PELLETS

TOTAL FOR THE MONTH 0 IN

GREATEST IN 24 HRS. 0 ON –

GREATEST DEPTH ON GROUND 0 ON –

PRESSURE DATA

HIGHEST SEA-LEVEL 30.32 IN. ON 11

LOWEST SEA-LEVEL 29.26 IN. ON 21

WEATHER

NUMBER OF DAYS –

CLEAR (Scale 0–3) 5

PARTLY CLOUDY (Scale 4–7) 9

CLOUDY (Scale 8–10) 17

WITH 0.01 INCH OR MORE PRECIP. 14

WITH 0.10 INCH OR MORE PRECIP. 6

WITH 0.50 INCH OR MORE PRECIP. 0

WITH 1.00 INCH OR MORE PRECIP. 0

1 = FOG
2 = FOG REDUCING VISIBILITY TO ¼ MILE OR LESS
3 = THUNDER
4 = ICE PELLETS
5 = HAIL
6 = GLAZE OR RIME
7 = BLOWING DUST OR BLOWING SAND REDUCING VSBY TO ¼ MILE OR LESS
8 = SMOKE OR HAZE
9 = BLOWING SNOW
Ⅹ = TORNADO

MAXIMUM PRECIPITATION

Δt (Minutes)	5	10	15	20	30	45	60	80	100	120	150	180
PRECIPITATION (Inches)	.07	.12	.14	.16	.18	.23	.24	.26	.27	.27	.30	.31
ENDED: DATE	21	21	21	21	21	21	21	21	22	22	22	22
TIME	2305	2310	2315	2317	2330	2344	2358	0005	0046	0240	0219	0159

★ Fastest observed one minute wind speed.
1/ Indicates the last of several occurrences.
Highest Gust 29 MPH on the 21st

WS FORM F-6 SUPERSEDES WS FORM F-6 (8-74) WHICH SHOULD BE USED UNTIL EXISTING STOCK IS DEPLETED. ★U.S. GOVERNMENT PRINTING OFFICE: 1978—665-010/1176

WS FORM F-6

U. S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL WEATHER SERVICE

PRELIMINARY LOCAL CLIMATOLOGICAL DATA

STATION: WSO, ASTORIA, OREGON
MONTH: NOVEMBER
YEAR: 1983
LATITUDE: 46 ° 09 ' N
LONGITUDE: 123 ° 53 ' W
GROUND ELEVATION (ft): 8 FT.
STANDARD TIME: PACIFIC

DAY	TEMPERATURE °F						PRECIPITATION (In.)			★ WIND			SUNSHINE							
	MAXIMUM	MINIMUM	AVERAGE	DEPARTURE FROM NORMAL	DEGREE DAYS (Base 65) HEATING	DEGREE DAYS (Base 65) COOLING	TOTAL (Water equivalent)	SNOWFALL, ICE PELLETS	SNOW, ICE PELLETS OR ICE ON GROUND 6AM	AVERAGE SPEED (m.p.h.)	FASTEST MILE SPEED (m.p.h.)	FASTEST MILE DIRECTION	TOTAL (Min.)	PERCENT OF POSSIBLE	SKY COVER SUNRISE TO SUNSET (Tenths)	WEATHER OCCURRENCES				
1	2	3	4	5	6a	6b	7	8	9	10	11	12	13	14	15	16	17	18	19	20
1	58	46	52	+3	13	0	.46	0	0	9.0	18	17			10	1				
2	60	53	57	+8	8	0	.87	0	0	15.4	32	23			10	1				
3	58	50	54	+5	11	0	2.59	0	0	13.4	22	21			10	1,3				
4	57	40	49	0	16	0	.43	0	0	9.1	18	25			8	1				
5	56	38	47	-1	18	0	.12	0	0	9.3	29	14			10	1				
6	55	47	51	+3	14	0	.27	T	0	10.8	21	21			8	4				
7	55	38	47	-1	18	0	.30	T	0	8.3	14	22			7	4				
8	51	40	46	-2	19	0	.09	0	0	6.8	09	13↳			10					
9	57	46	51	+3	14	0	.11	0	0	7.1	12	07↳			9					
10	62	49	56	+4	9	0	.22	0	0	15.8	28	19			10	1				
11	57	47	52	+5	13	0	.12	0	0	12.6	27	20			9					
12	52	46	49	+2	16	0	1.29	0	0	16.5	23	21			10					
13	53	46	50	+3	15	0	.76	0	0	20.4	35	23			10	3				
14	58	47	53	+6	12	0	.97	0	0	18.1	30	18↳			10	1				
15	58	50	54	+8	11	0	.58	0	0	16.2	28	15			10	1				
16	55	48	52	+6	13	0	.90	0	0	14.0	22	17			10					
17	55	46	51	+5	14	0	.55	0	0	18.1	27	23			10	1,3				
18	54	45	50	+4	15	0	.19	0	0	9.2	23	25			9					
19	53	44	49	+3	16	0	1.30	0	0	21.1	40	25			10	1				
20	50	40	45	-1	20	0	.15	T	0	12.1	21	27			10	4				
21	50	35	43	-3	22	0	0	0	0	[illegible]	09	04↳			4	2				
22	45	37	41	-4	24	0	.21	0	0	6.8	07	11↳			10					
23	54	43	49	+4	16	0	1.93	0	0	10.0	20	18			10	1				
24	60	44	52	+7	13	0	1.02	0	0	21.9	27	22			10	1				
25	52	40	46	+1	19	0	.20	0	0	5.4	13	28			8					
26	53	43	48	+3	17	0	.32	0	0	11.0	27	19			10	1				
27	53	47	50	+5	15	0	.05	0	0	2.1	09	36↳			10	1				
28	52	31	42	-3	23	0	.02	0	0	5.7	12	02↳			9	2				
29	47	31	[illegible]	-6	26	0	0	0	0	11.1	[illegible]	[illegible]			0	1				
30	47	[illegible]	[illegible]	[illegible]	[illegible]	0	[illegible]	0	0	[illegible]	[illegible]	[illegible]			0					
31																				
SUM	[illegible]	[illegible]	—	—	[illegible]	0	16.75	T	—	[illegible]	—	—		—	261					
AVG	[illegible]	[illegible]	—	—	—	—	—	—	—	11.8	FASTEST: 40	DIRECTION: [illegible]	POSSIBLE		8.7					

CERTIFIED TRUE COPY
NATIONAL WEATHER SERVICE
ASTORIA, OREGON

TEMPERATURE DATA

AVERAGE MONTHLY 48.6
DEPARTURE FROM NORMAL +[illegible].6
HIGHEST 62 ON 10
LOWEST 31 ON 28,29
NUMBER OF DAYS WITH –
MAX. 32° OR BELOW 0
MAX. 90° OR ABOVE 0
MIN. 32° OR BELOW 3
MIN. 0° OR BELOW 0
HEATING DEGREE DAYS (Base 65°)
TOTAL THIS MONTH 485
DEPARTURE FROM NORMAL -67
SEASONAL TOTAL 1336
DEPARTURE FROM NORMAL -41
COOLING DEGREE DAYS (Base 65°)
TOTAL THIS MONTH 0
DEPARTURE FROM NORMAL 0
SEASONAL TOTAL 5
DEPARTURE FROM NORMAL -1

PRECIPITATION DATA

TOTAL FOR THE MONTH 16.75 IN.
DEPARTURE FROM NORMAL +4.71 IN.
GREATEST IN 24 HRS 2.63 ON 2-3
SNOWFALL, ICE PELLETS
TOTAL FOR THE MONTH T IN.
GREATEST IN 24 HRS T ON [illegible]
GREATEST DEPTH ON GROUND 0 ON —
PRESSURE DATA
HIGHEST SEA-LEVEL [illegible] IN. ON 27
LOWEST SEA-LEVEL [illegible] IN. ON 24

WEATHER

NUMBER OF DAYS –
CLEAR (Scale 0-3) [illegible]
PARTLY CLOUDY (Scale 4-7) 2
CLOUDY (Scale 8-10) 26
WITH 0.01 INCH OR MORE PRECIP. 27
WITH 0.10 INCH OR MORE PRECIP. 24
WITH 0.50 INCH OR MORE PRECIP. 13
WITH 1.00 INCH OR MORE PRECIP. 5

SYMBOLS USED IN COLUMN 16

1 = FOG
2 = FOG REDUCING VISIBILITY TO 1/4 MILE OR LESS
3 = THUNDER
4 = ICE PELLETS
5 = HAIL
6 = GLAZE OR RIME
7 = BLOWING DUST OR SAND REDUCING VISIBILITY TO 1/2 MILE OR LESS
8 = SMOKE OR HAZE
9 = BLOWING SNOW
X = TORNADO

MAXIMUM PRECIPITATION

Δ (Minutes)	5	10	15	20	30	45	60	80	100	120	150	180
PRECIPITATION (Inches)	.13	.17	.18	.21	.26	.35	.48	.59	.71	.85	.15	1.04
ENDED: DATE	17	4	4	4	2	23	23	23	23	23	23	24
TIME	1503	0145	[illegible]	0055	0432	2300	2310	2330	2400	2400	2400	0030

* Fastest observed one minute wind speed.
↳ indicates the last of several occurrences.
Highest Gust [illegible] MPH on the 24

November 22, 1983

CON

Bayview Transit Mix, Inc.
950 Olney Avenue
Astoria, Oregon 97103

Time Extension Request
Fern Hill Slide (M.P. 84.0)
Contract No. 9648
FAP No. F-1(28)

Your request for additional contract time in which to complete the above project has been carefully considered. You requested 42 calendar days of additional contract time due to inclement weather during the first 40 days of the project and due to unavailability of mail box supports. No specific amount of delay was attributed to either of these reasons.

Contract time adjustments are considered in accordance with Subsection 108.09 of the contract Standard Specifications. This provision states that "Reasonably predictable weather conditions are ordinarily not a valid reason for adjustment of contract time." A certain amount of "inclement weather" in the project area during the months of June and July is "reasonably predictable" and therefore is not a valid reason for adjustment of contract time. The contract term "Reasonably predictable weather" is not the same as "inclement weather," nor is it the same as "normal" weather. "Reasonable predictable weather conditions" are, in our opinion, those weather occurrences that a prudent contractor, knowledgeable of the work and the area, should expect to recur at a reasonable frequency over an extended time period. For example, a weather condition that has not occurred in the work area during the prior ten year time period and that delays contract work, would usually be considered to be not "reasonably predictable" and could be considered by the engineer as a reason for adjustment of contract time. Whereas, a weather condition that has occurred twice during the prior ten years would usually be considered to be "reasonably predictable" and not considered to be a valid reason for adjustment of contract time. Therefore, based upon the information you provided, your request for additional contract time due to "inclement weather" is denied. Should you wish to submit additional data to support actual delays due to weather conditions that were not "reasonably predictable," further consideration will be given. These data should be submitted to Project Manager Chet Anderson and should include appropriate historical weather data for the project area and a statement defining the number of days that actual project completion was delayed by weather conditions beyond those that are "reasonably predictable."

Your second reason given for additional contract time was the unavailability of the specified mail box supports. Our records indicate that this did delay project completion and that the specified supports were not available. Project records indicate the maximum resulting project completion delay to be 18 calendar days and therefore a contract time adjustment of an additional 18 calendar days is granted.

The adjusted contract time for completion of this project is 138 calendar days.

W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

OBJ:mk st

bc H. S. Coulter
C. T. Keasey
C. O. Fredrickson w/att.
Chet Anderson w/att.
FHWA w/att.
Bob Church

STATE OF OREGON
Highway Division - Region 2

INTEROFFICE MEMO
378-2626

TO: D. O. Christensen
ACTING CONSTRUCTION ENGINEER

DATE: November 10, 1983

FROM: Gerald W. Wimer
REGION 2 CONSTRUCTION ENGINEER

RECEIVED
NOV 14 1983
CONSTRUCTION SECTION
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SUBJECT: Time Extension Request
Fern Hill Slide Project
Columbia River Highway M.P. 89
Contract 9648

Joseph G. Perrigo of Bay View Transit Mix; Inc., on the attached formal request, which contains the Consent of Surety, asks that the contract time be adjusted from October 19 to November 30, a period of 42 days. The contract specified completion in 120 calendar days (cds), meaning Mr. Perrigo effectively requested a new completion of 162 cds.

Mr. Perrigo bases his request on two reasons:

1. Inclement weather during the first 40 days of the project.
2. Unavailability of specification mail box posts.

Project Manager, Chet Anderson, in his attached November 7 transmittal letter analyzes in detail each of the reasons submitted by the contractor. He effectively demonstrates that the poor weather during the first 30 days (June 18 through July 18±) prevented the contractor from clearing and grubbing, trenching and grading during these first 30 days. Also, that the manufacturer of mail box support frames didn't produce acceptable frames for some time prior to October, and our Design Section didn't modify to an available equivalent until October 13. He suggests the 11 days from the specified October 19 completion date until materials became available October 30.

Unless weather of this nature has been an acceptable reason for time extensions on other projects, it shouldn't be allowed on this project. Even though the contractor performed other specified contract work during the entire month of October, he should be entitled to delays relating to the mail box suports. On the assumption the contractor could have installed the mail box supports during the specified contract time, it is appropriate to add 7 days delivery, scheduled delays and installation time to the 11 days recommended by Mr. Anderson, making an 18 cds recommended extension by this office. This would make a new total of 138 cds compared to the 144 cds being charged through November 12 with most of the incidentals mentioned in Mr. Anderson's transmittal still remaining to be done.

GWW/cal

cc: Chet Anderson

11-15-83

W. E. Schwartz -

I concur with Region and recommend a time extension of 18 calendar days due to unavailability of the specified mail box supports. This time extension should be FHWA participating since the reason is a valid basis for added time under the contract, even though the mail box supports are a N-P item.

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO

PRO

TO: Robert N. Bothman
Assistant State Highway Engineer

DATE: August 12, 1983

FROM: Gary A. Potter, Manager
Program Section

ORIGINAL SIGNED BY
GARY A. POTTER

SUBJECT: Minor Creek Slide Section
Wilson River Highway
Tillamook County

Winchester Bay Slide
Oregon Coast Highway
Douglas County

The Federal Highway Administration was unable to approve the program change and authorize the acquisition of right of way on the Minor Creek Slide Section because we had already obtained the right to occupy and use all of the right of way through Permits of Entry. The FHWA went on to warn us that caution should be exercised when we are resorting to the use of Permits of Entry to insure that the intent of Section 301 of the Uniform Act is met. We need to make every reasonable effort to acquire real property by negotiations and then make payment to an owner before taking possession.

Ed Hunter in assigning this response to me stated that there must be room in the regulations to take care of the rush of emergency work.

This is true, there is room in the regulations to take care of the rush of emergency work, however, the project history of the Minor Creek Slide could hardly be considered an emergency.

The Minor Creek Slide project prospectus, was received in Salem in September, 1982 and the location survey was approved in October, 1982. P.E. was approved in January, 1983 and the need for right of way was not known until July, 1983.

When we requested authority for acquisition of right of way in July of 1983, it was not approved by the FHWA when they learned that we had already obtained use of the right of way by Permit of Entry. We will now have to buy the right of way with State funds.

After the Federal Highway Administration had turned this project down, another request from Right of Way just arrived dated August 8, 1983 for programming of acquisition of right of way for the Winchester Bay Slide, Oregon Coast Highway in Douglas County.

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TECHNICAL SERVICES
AUG 15 '83
REFER TO
FOR
Info
Inves
R/D
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Sign
Act
File

81-123-1387

The slide occured in the winter of 1981-82. Transportation Commission approved the project in May, 1982, and now we have a request for programming for right of way dated August 8 and a letting date of August 25. The job is already advertised.

The Federal Highway Administration has indicated that they will reject out of hand the request for programming right of way and accordingly we will program the acquisition of right of way with State funds.

The conclusion is that we must perform in a more timely fashion on these slides in order to allow time for the Federal Highway Administration to approve our right of way acquisition request.

By copies of the memorandum I am transmitting to Ed Hunter and Bruce Boyd the project history on 18 slides so that they can examine this data.

GAP:pf

cc: E. S. Hunter, w/attach
J. B. Boyd, w/attach

PROJECT HISTORY - SLIDES

SECTION Fern Hill Slide

HIGHWAY Lower Columbia River

COUNTY Clatsop

1. OCCURRENCE: DATE Winter 81-82
2. PROSPECTUS: DATE Blank RECEIVED Unknown LOC. APPROVED 4-7-82
3. O.T.C. APPROVED: 3-16-82
4. PE PROGRAMMED: DATE 4-7-82 AUTH. 4-20-82
5. ROW NEED NOTED: 2-10-82
6. REQUESTED BY ROW SECTION: 10-13-82
7. ROW PROGRAMMED: DATE 11-17-82 AUTH. 11-22-82
8. PS&E: REQUESTED 5-2-83 APPROVED: 5-4-83
9. LETTING DATE: 5-26-83
10. ROW EXCEPTION REQUESTED @ PS&E: YES X NO ______

70

GC:pf:8-5-83

CON 5

DATE: July 15, 1983

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: C. T. Keasey, P.E., P.L.S.
Construction Engineer

SUBJECT: Notification Contract Work Started
Federal-aid Project Number
F-1(28)

Contract 9648, Work Started July 3, 1983

Project Fern Hill Slide (M.P. 89.0)

Highway Columbia River

County Clatsop

RDC:mk

cc: R. D. Church

r11 [illegible]

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL AID PROJECT NO. F-1(28)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Clatsop

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 20061

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 5/4/83

8. FEDERAL ROUTE NUMBER Primary 1

9. STATE ROUTE NUMBER Primary 2W

10. GENERAL LOCATION:

Fern Hill slide (Lower Columbia River Highway)

11. GENERAL DESCRIPTION OF WORK

Grade, drain and pave

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)*

Permanent Pavement Striping S.F.	$3,800
Temporary Pavement Striping S.F.	$3,800
Temporary Erosion Control	$5,000

13. REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Potter's 5/2/83 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $546,870 Federal Funds $482,065.

A signed copy of the Title Sheet is returned herewith.

RECEIVED
STATE HWY ENGR
MAY 16 '83
REFER TO Potter
FOR
Info | Inve. | R/D | D

Orig to w/att 5/16

14. DATE 5/4/83

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

1-1

8

VICTOR ATIYEH
GOVERNOR

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM, OREGON 97310

May 3, 1983

NOTED
H. S. COULTER

Leonard Forsgren
Corroon & Black of Oregon
1600 S.W. Fourth Avenue
P. O. Box 8699
Portland, OR 97207

I have discussed the Fern Hill slide project with Fred Miller, Director of the Department of Transportation, and have been informed that the property acquisition from Lowell Patton is complicated because of the zoning.

The Highway Division has appraised Mr. Patton's property based on existing zoning. Mr. Patton disagrees with the present zone and is attempting to have it changed. The county, however, at this time has chosen not to rezone the property.

The Highway Division is caught in the disagreement between the county and the property owner and really has no alternative but to proceed on the basis of the current legal zoning.

There is some degree of urgency to proceed with the proposed slide correction project and, in order to obtain possession of the property, the Highway Division is proceeding with condemnation. Mr. Patton, however, will have ample time to continue negotiations; and if he is successful in changing the zoning of his property, the state will reconsider the property value based on the new zoning.

Sincerely,

Gerry Thompson
Executive Assistant
to the Governor

GT/sc

bc: Fred Miller

B
5/19

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
MAY 17 '83
REFER TO [illegible]
FOR

Info	Inves	R/D	D/R	Sign	Act	File
X						

RECEIVED
DOT DIRECTOR
MAY 16 '83
REFER TO Coulter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

GENERAL FILES

April 28, 1983

RCM

Lowell Patton
Oregon Lumber Export Company
16050 SE. Highway 224
Carver, OR 97015

Gerry Thompson of Governor Atiyeh's staff and Transportation Commissioner Peter Brix asked me to review the proposed acquisition of your property at Fern Hill. Since this is a slide repair project, there is some urgency in contracting the project this spring. If we delay the project much longer, we will lose the summer construction season and the project will be delayed for another year.

The Right of Way Section has informed me that the difficulty in reaching a settlement with you is directly related to the question of zoning. If you are successful in having your property rezoned, the Right of Way Section will reconsider the land value based on the adopted zoning. However, until then, we have no alternative but to proceed on the basis of the current zoning.

Because of the urgency of this project, we believe it is necessary to proceed with condemnation so that we may obtain possession of the necessary right-of-way. The Right of Way Section will continue to work with you in attempting to resolve the question of value.

If I can be of any further assistance, please let me know.

Fred D. Miller
Director

cc Gerry Thompson
Peter Brix

bc H. S. Coulter
Bruce Boyd
Rod Henry

RH:jh fn

ROW

DATE: April 28, 1983

TO: Gerry Thompson
Executive Assistant to the Governor

FROM: Fred D. Miller
Director

SUBJECT: Fern Hill-Clatsop County Section, Columbia River Highway

The property that the Highway Division is acquiring from Oregon Lumber Export Company at Fern Hill is required for a slide correction project that is scheduled for contract on May 26. The Fern Hill Slide has been a problem for many years and the current project is required to maintain a safe highway. If the project is delayed, we will miss the summer weather and the project will be delayed for another year. Because of this, we feel there is some degree of urgency in proceeding with the contract.

There is a substantial disagreement between the Highway Division and Lowell Patton concerning the value of his property. The problem concerns the zoning. Clatsop County has zoned the property for forest land use, but Mr. Patton is of the opinion that it should be rezoned for residential purposes. A public hearing will be held in June on the entire Clatsop County zoning plan at which time the property owners will have an opportunity to voice their objections.

Since the zoning issue will not be resolved until later this summer, we felt it was necessary to proceed with the project. A condemnation complaint has been filed, and the State will take possession of the property in time to proceed with the May 26 contract.

The Right of Way Section is attempting to work with Mr. Patton to settle this matter. If the zoning issue is resolved with the County, the change will be considered.

Please let me know if you have any further questions.

RH:jh fn

bc H. S. Coulter
Rod Henry
Bruce Boyd

Corroon & Black of Oregon

Insurance/Surety Bonds
1600 S.W. Fourth Avenue
P.O. Box 8699
Portland, Oregon 97207
503 224-4155

April 15, 1983

Gerry Thompson, Executive
Assistant to Governor Atiyeh
Office of the Governor
State Capitol Building
Salem, Oregon 97310

Dear Gerry:

Another request for help!

I believe the enclosed is self-explanatory, and I would appreciate it very much if you might have someone in your department look into this matter concerning Oregon Lumber Export Company. Please let me hear from you.

Incidentally, just a reminder regarding Dick Jones. Anything happening -- or is it going to possibly happen? I would appreciate it very much if you might give Dick a call, just to hold his hand, and let him know that all is not forgotten.

Thank you.

Your state-wide, volunteer ombudsman on behalf of Oregon Businessmen,

Jokingly,

Leonard Forsgren

LAF:brm

Oregon Lumber Export Company
[redacted]
16050 S.E. HWY 224 (P.O. BOX 85)
CARVER, OREGON 97015 U.S.A.

(503) 658-5151
[redacted]
CABLE ADDRESS "ORELXCO"
[redacted]
TELEX NO. 4742059

April 15, 1983

Mr. Peter Brix
Knappton Corporation
P. O. Box 03018
Portland, Or. 97203

Dear Peter,

By separate cover I sent you copies of some correspondence with the Oregon State Highway Division. Attached herewith is a map showing our property and the surrounding zoning.

I would appreciate any suggestions that you may have as to how we can obtain a fair market value for our property without the expense of a condemnation lawsuit.

In Clackamas the Highway Department has paid $160,000/acre, yet in Fernhill they won't talk to us about $30,000/acre for beautiful building sites that look 10 miles across the Columbia River to Knappton and the timbered hills of Pacific County, Washington beyond.

Yours very truly,

OREGON LUMBER EXPORT COMPANY

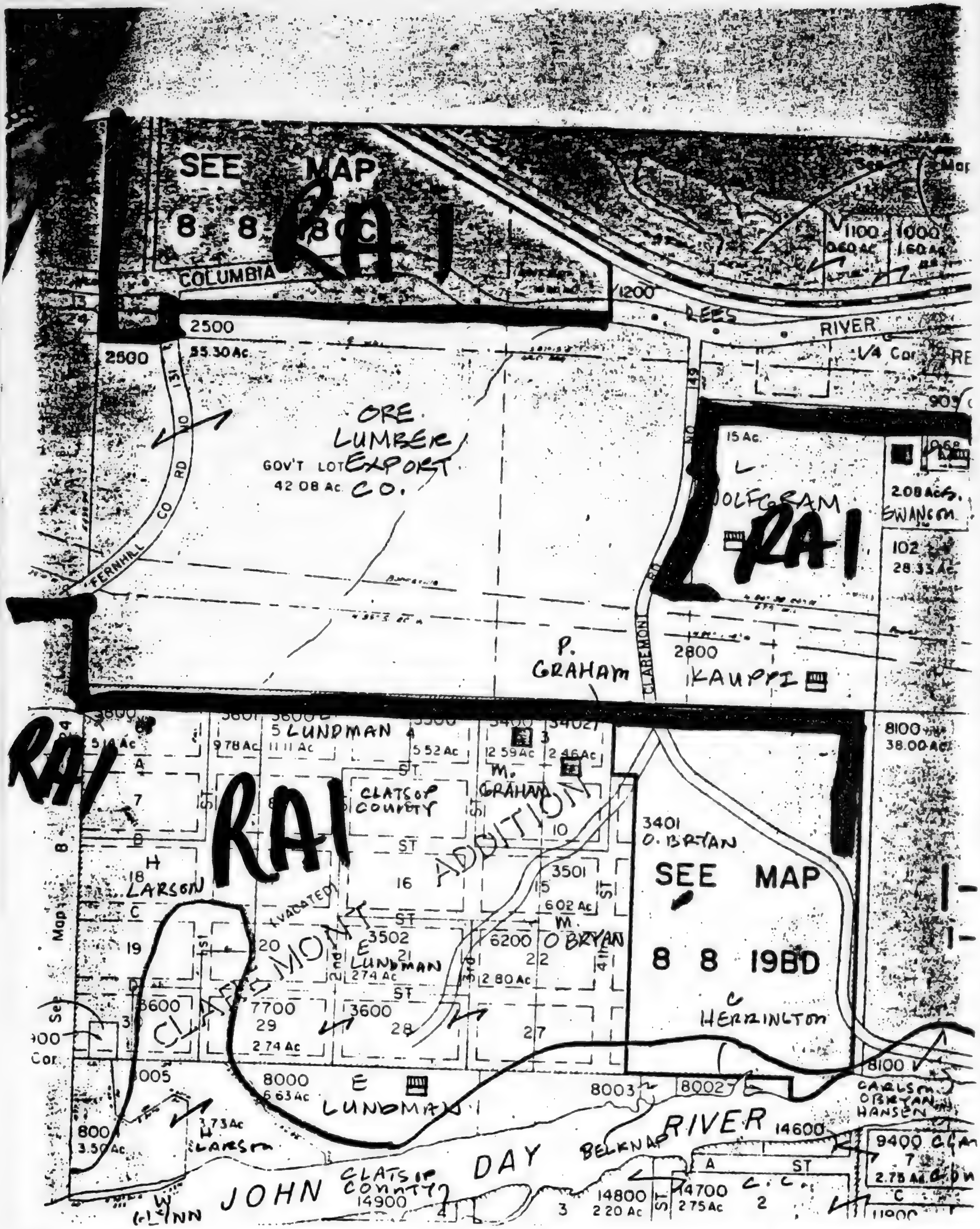
Lowell E. Patton/y

Lowell E. Patton

LEP/y

Enclosure

cc - Leonard Forsgren


SEE MAP
8 8 18CC
RAI
COLUMBIA
1100
0.60 Ac
1000
1.60 Ac
1200
REES
RIVER
1/4 Cor
2500
2500
55.30 Ac
FERNHILL CO RD
ORE LUMBER EXPORT CO.
GOV'T LOT
42.08 Ac
15 Ac
L
WOLFGRAM
RAI
2.08 Acs.
SWANSON
102
28.33 Ac
CLAREMONT RD
P. GRAHAM
2800
KAUPPI
3600
3601
3600
5 LUNDMAN
4
3500
3400
3402
3
8100
38.00 Ac
9.78 Ac
11.11 Ac
5.52 Ac
12.59 Ac
2.46 Ac
RAI
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CLATSOP COUNTY
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8 8 19BD
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3502
E LUNDMAN
2.74 Ac
6200
M. O'BRYAN
2.80 Ac
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21
22
C HERRINGTON
3600
7700
29
2.74 Ac
3600
28
27
8005
8000
6.63 Ac
E LUNDMAN
8003
8002
8100
CARLSON
O'BRYAN
HANSEN
800
3.50 Ac
3.73 Ac
H LARSON
BELKNAP
RIVER
14600
A ST
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7
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JOHN DAY
CLATSOP COUNTY
14900
W GLINN
4
14800
2.20 Ac
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14700
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2
C. C.
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11900
Map
Sec
Cor.

Oregon Lumber Export Company
[redacted]
16050 S.E. HWY 224 (P.O. BOX 85)
CARVER, OREGON 97015 U.S.A.

(503) 658-5151
[redacted]
CABLE ADDRESS "ORELXCO"
[redacted]
TELEX NO. 4742059

April 14, 1983

Department of Transportation
Highway Division
Transportation Building
Salem, Oregon 97310

File 53013
Fern Hill-Clatsop County
Columbia River Highway
FAP No. F-1 (23)

Attn: Mr. J. B. Boyd, PE, PLS
Right of Way Manager

Gentlemen:

Your certified letter of March 31, 1983 was just today (April 13, 1983) referred to the writer for response. Some one else signed for the letter and it just came to my attention today.

Certainly we would like to negotiate a fair and equitable purchase price with the State Highway Division. However, the state has made a ridiculously low offer and you say that unless we accept, "it will be necessary to institute condemnation proceedings." Does the absolute power of the Highway Department make other than dictatorial practices such as this impossible for those of you wielding that power?

Your acquisition agent has relied upon the figures presented by a young Highway Department appraiser without credentials and backed up that low figure by relying upon the wishes of a planning department bearded environmentalist who would like to down zone this property. All we were asking was that this property be valued at a figure consistent with the market value of the surrounding RA-1 homesites. After all you are taking 2-1/2 acres of magnificent view property that has excellent building sites.

You have not afforded us an opportunity to have a qualified ARA appraiser appraise this property.

Page 2
Department of Transportation
Highway Division
Attn: Mr. J. B. Boyd
April 14, 1983

Your "take it or leave it" attitude is appalling coming from a state agency.

A reasonable value should be paid without the taxpayers of the state having to pay even more in court costs just because of an over zealous State Highway Department employee's whim.

We are financially disadvantaged because of the depression in the lumber business over the past three (3) years but we are not so desperate as to accept ten percent of a reasonable market value for our property.

We are still paying taxes in eight (8) counties in the State of Oregon and we expect to be treated accordingly rather than being dictated to.

We, therefore, request that you provide us with your "certificate of need", explain why the taking of our property is necessary and, if necessary, what is the compelling rush?

Yours very truly,

OREGON LUMBER EXPORT COMPANY

Lowell E. Patton

LEP/y

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

LEP		JRB		RAY		ART	
ND						YW	
						RECP.	DOC.

RECEIVED APR 1 1983

STEVE	LEFTY		FRITZ	COPIES		LEP	ART
	MIKE	JJ	PAM	ATCo	McD	JRB	RAY
ANS'D	DATE			[illegible]	[illegible]	[illegible]	FRITZ

In Reply Refer to File No.

March 31, 1983

CERTIFIED MAIL

Oregon Lumber Export Company
c/o Lowell E. Patton
16050 S.E. Hwy. 224
Carver, Oregon 97015

File 53013
Fern Hill Slide Section
Columbia River Highway
FAP No. F-1 (23)

Clatsop County
c/o County Clerk
County Courthouse
Astoria, Oregon 97103

Gentlemen:

The Highway Division of the Department of Transportation has planned a project to improve the above captioned section of highway.

For this needed public improvement the Oregon Transportation Commission has found that the following described acquisition is necessary in order to accomplish the planned project. The acquisition is:

Title in fee simple to the following described real property for right of way purposes:

PARCEL 1

A parcel of land lying in the NW¼ of Section 19, Township 8 North, Range 8 West, W.M., Clatsop County, Oregon; the said parcel being that portion of said subdivision lying Westerly of Claremont Road and Northerly of a line parallel with and 100 feet Southerly of the "TC" center line which center line is described as follows:

Beginning at Engineer's center line Station "TC" 200+00, said station being 153.31 feet North and 1477.28 feet West of the North quarter corner of Section 19, Township 8 North, Range 8 West, W.M.; thence South 56° 48' 45" East 36.18 feet; thence on a spiral curve left (the long chord of which bears South 58° 48' 45" East 199.90 feet) 200 feet; thence on a 954.93 foot radius curve left (the long chord of which bears South 72° 01' 52.5" East 305.97 feet) 307.29 feet; thence on a spiral curve left (the long chord of which bears South 85° 15' East 199.90 feet) 200'feet; thence South 87° 15' East 529.38 feet to Engineer's center line Station "TC" 212+72.85, said station being coincident with Engineer's center line Station "RW" 212+72.85.

Bearings are based upon the Oregon Co-ordinate System, North Zone.

The parcel of land to which this description applies contains 2.5 acres, more or less, outside of the existing right of way.

A temporary easement across the following described real property for the purpose of a disposal site in connection with the construction of the highway project. Since fee simple title is not being acquired, any use may be made of the real property provided that such use shall not interfere with the purpose of this easement. This easement automatically terminates on completion of the project or on January 18, 1985, whichever is the earlier. The real property affected by this easement is described as follows:

PARCEL 2

A parcel of land lying in the NW¼ of Section 19, Township 8 North, Range 8 West, W.M., Clatsop County, Oregon; the said parcel being that portion of said subdivision lying between lines at right angles to the "TC" center line at Engineer's Stations "TC" 200+50 and "TC" 204+00 and between lines parallel with and 100 feet Southwesterly and 300 feet Southwesterly of said center line, which center line is described in Parcel 1.

The parcel of land to which this description applies contains 1.85 acres, more or less.

> All rights of access of every nature to the right of way of the highway project, except that there shall be no restriction of access to the area of Parcel 2.

The Oregon Transportation Commission makes this offer to you for delivery of a warranty deed to the State of Oregon, by and through its Department of Transportation, conveying the acquisition described herein. The conveyance must be free and clear of all taxes, liens and encumbrances, including the proportionate part of the real property taxes for the fiscal year during which the State takes possession of, or receives title to, the acquisition. For this conveyance I have been authorized by the Oregon Transportation Commission to offer to you, and do hereby offer to you, the sum of $7,300.00.

The State will, however, accept the conveyance subject to the interest of others than yourselves in the following encumbrances:

> Easement in favor of Pacific Telephone and Telegraph Company recorded December 20, 1923, in Book 113, Page 15.
>
> Easement in favor of United States of America recorded March 18, 1941, in Book 157, Page 631.
>
> Easements of the Diking District No. 14.

As negotiations to purchase the above described real property have not been successful, it will be necessary to institute condemnation proceedings to acquire the needed property together with all outstanding interests. Before this occurs, however, you must decide whether to accept the formal offer of the Commission. I ask that you immediately consider this offer. The right of way agent who has been negotiating with you will again contact you for that decision. Should you accept, the agent is available to close the transaction with you. I sincerely hope an agreement can be reached without condemnation proceedings.

Yours very truly,

J B Boyd

J. B. BOYD, PE, PLS
Right of Way Manager

ALR:aj

Oregon Lumber Export Company
[redacted]
16050 S.E. HWY 224 (P.O. BOX 85)
CARVER, OREGON 97015 U.S.A.

(503) 658-5151
[redacted]
CABLE ADDRESS "ORELXCO"
[redacted]
TELEX NO. 4742059

March 17, 1983

Oregon State Highway Division
212 East Salem Highway Building
2960 State St.,S.E., P.O. Box 14030
Salem, Oregon 97310

File No. 53013
Oregon Lumber Export Company
Fern Hill Slide Section
Columbia River Highway
Clatsop County
FAP: F-1(23)

Attn: Kathleen M. Olson
Senior Acquisition Agent

Attached herewith please find our letter to the Clatsop County County Planning Commission requesting a zone change to RA-1, so that this property conforms to the zoning on the adjacent properties.

The writer met with the Clatsop Planning Department and the Citizens Advisory Committee in Knappa on March 14, 1983. It appears that we have unanimous support from the Citizens Advisory Committee. The planning staff, though non-committal, vociferously denied that they ever indicated to you or to anyone in the State Highway Department that they were recommending down zoning this property.

We strongly object to the State Highway Department's failure to negotiate in good faith and particularly your using a wrongful zoning as an excuse for your low offer rather than to use the value of the adjacent and surrounding properties.

You have referred this file to your legal section for condemnation proceedings rather than negotiate a true market value price.

Furthermore we object to such pressure tactics. Not only must we now waste our time and money on a lawsuit that should have been avoided but through our tax dollars we must help support the cost for the Highway Department to pursue a costly condemnation proceeding.

We don't contest the state's right to take the property if it is necessary, but, we do demand full compensation therefore, not a taking now and compensation 2 years later.

We note that you are changing the access road for Blakely at a point approximately 800 feet west of Claremont Road. We would like to request access to our property at this same point plus another access point approximately 400 feet west of Claremont Road. Further it appears that your taking will render unusable our access road from Claremont Road and leave us with a high bank. We would appreciate knowing from you what plans you have made to restore our Claremont Road access and the location thereof.

Yours very truly,

OREGON LUMBER EXPORT COMPANY

Lowell E. Patton/y

Lowell E. Patton

LEP/y

Enclosure

March 16, 1983

Clatsop County Planning Commission
Courthouse
Astoria, Oregon 97103

Tax Lot 2500 - 55.30 Acres
Section 19 - Township 8 North, Range 8 West
Clatsop County, Oregon
Fernhill/Claremont Addition

Gentlemen:

We respectfully request that this parcel be rezoned RA-1 in conformity with Section (3) of the zoning guidelines.

(a) The adjacent property to the North - To the East - To the South and a portion of that to West is all RA-1. Approximately 87.5% of our property line borders property zoned RA-1. Only 12.5% of our property borders on State Forestry land zoned for forest use. You can see from the attached map that unless this property is zoned RA-1, the same as 87.5% of the adjoining property, an island would be created that does not conform to the zoning of the surrounding area.

(b) Our property has public road access from Fernhill Road, from Claremont Road and from State Hwy. 30. This property is within the Fernhill Water District and has hookups available. The property is served by public electrical power and the soil is such that it perks well making septic tanks and acceptable drain fields possible.

(c) This property should be rezoned RA-1 to conform to the parcel size and ownership patterns of the surrounding area.

(d) This property is in a residential neighborhood with a community hall adjacent to it, a fire station nearby, a school and a large number of single family dwellings adjacent to and nearby.

(e) There are no natural boundaries that set this property aside or that would in any way distinguish it from the rest of the RA-1 zoning that adjoins it.

Yours very truly,

OREGON LUMBER EXPORT COMPANY

Lowell E. Patton

LEP/y

9648 6

U.S. Department of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project F-1(-)
Fern Hill Slide (MP 89.0) Section
Lower Columbia River Highway
Mandatory Disposal Site

NOTED
H. S. COULTER

Date: March ~~16~~, 1983

Reply to Attn. of: HFO.2-OR

From: Division Administrator

NOTED
H HUNTER

To: Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

As pointed out in Mr. Adams' February 24, 1983 letter, the subject project will generate approximately 4,345 cubic yards of excess material. As this area is a very slide sensitive area, we agree that it would be desirable to control the disposition of this excess material. We therefore concur in your proposal to specify a Mandatory Disposal Site for this project.

for Dale E. Wilken

cc: OSHD (D R Adams)

RECEIVED
TECHNICAL SERVICES
MAR 21 '83
REFER TO
FOR
Info Inves R/D D/R Sign Act File

3-23-83

Scott

I suggest that we ask Wilken to stop sending these to you and respond direct to the writer

Ed

RECEIVED
STATE HWY ENGR
MAR 18 '83
REFER TO Hunter
FOR
Info Inves R/D D/R Sign Act File

RECEIVED
STATE HWY ENGR
MAR 22 '83
REFER TO
FOR
Info Inves R/D D/R Sign Act File

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

February 24, 1983

In Reply Refer to File No..
DES 16

NOTED
H.S.COULTER

RECEIVED
STATE HWY ENGR
FEB 28 '83
REFER TO
Schwartz
FOR

Info	Inves	R/D	D/R	Sign	Act	File
X						X

NOTED
W. E. SCHWARTZ

Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street NE
Salem, OR 97301

ATTN: Glenn K. Hossner

Fern Hill Slide (MP 89.0) Section
Lower Columbia River Highway
Clatsop County

The primary purpose of this Federal-Aid Project is to correct the slide and provide realignment for 0.58 miles of the existing highway for promotion of the safe and expeditious flow of traffic.

The Lower Columbia River Highway is a class A(2) highway with an ADT of 4,100. The typical section is proposed as 32-feet in width, two 12-foot lanes with 4-foot shoulders.

The realigned section will generate approximately 4,345 cubic yards of excess material. Because of the slide sensitive area, Region has requested control of the disposition of this excess material. And, they have selected the area for the Mandatory Disposal Area which is partially inside the right of way and partially outside (see project plans).

We believe that specifying a Mandatory Disposal Area is in the public interest because of the sensitivity of the project area. This has been discussed by telephone and tentatively approved by Mr. Kappus. This project is scheduled for the May 26, 1983, bid letting.

Very truly yours,

J. H. Versteeg
Road Design Engineer

Donald R. Adams, P.E.
Final Design Engineer

cc: ~~H. S. Coulter~~
E. S. Hunter
D. E. Swan

S. H. Macnab
C. O. Fredrickson
W.E. Cole

Form 734-3122

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

BEN GIFFORD
11-4-82
CLATSOP

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage St. N.E.
Salem, Oregon 97310, Phone: 378-3732
Toll Free Number - 1-800-452-7813

Attachment
cc: Dale E. Wilken
H.S. Coulter✓
F.E. Terpin
J.B. Boyd
J.H. Versteeg
Gary Potter
W.J. Hart
Aeronautics Division
B.L. Gifford
Reg.(1)Engr.: E.L. Hardt
Dis.(2)Engr.: W.W. Geibel

CONCLUSIONS

NOTED - H.S. COULTER

APPLICANT: OR DOT, Highway Division

PROJECT TITLE: Fern Hill Slide Sect. M. P. 890

DATE: December 7, 1982

The State has reviewed your project and reached the following conclusions:

☒ XX No significant conflict with the plans, policies or programs of state government have been identified.

☒ XX Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of state government:

- ☐ may exist.
- ☐ have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.
- ☐ have been satisfactorily resolved. No significant issues remain.

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95.

Comments of appropriate local review agencies will be submitted to you separately and must also be included.

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number: **OR 821110-013-2**

This number should be used on all correspondence and particularly on SF-424 as required by OMB A-95.

Kay L. Wilcox
A-95 Coordinator

PNRS #3
Revised 8/82

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage ST NE Salem, Oregon
Phone: 378-3732 97310

RECEIVED
NOV 15 1982
DIVISION OF STATE LANDS

NOV 18 1982

PNRS STATE REVIEW

Project #OR 8211 5-013-2 Return Date: DEC 03 1982

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

TO STATE CLEARINGHOUSE: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects. (Explain in Remarks Section)

( ) We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)

(✓) Additional comments for project improvement. (Attach if necessary)

REMARKS (Please type or print legibly)

If the project would require the removal, fill or alteration of 50 cubic yards or more of material within the banks of the waterway(s), we urge the applicant to apply for state fill or removal permits well in advance of construction deadlines to prevent unnecessary project delays. Specific information on the need for permits may be obtained from the Division of State Lands' office at 1445 State Street, Salem, OR 97310. Phone 378-3805.

Thank you for the opportunity to comment on this project.

Agency Lands By CH
Phone Number 8-3054

PNRS #2

16-1

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-1(23)
2. STATE PROJECT NO. See below
2A. COUNTY NAME Clatsop

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.
5. ITEM NO. 20061

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 11/23/82
8. FEDERAL ROUTE NUMBER Primary 1
9. STATE ROUTE NUMBER Primary 2W

10. GENERAL LOCATION:
Fern Hill Slide Section

11. GENERAL DESCRIPTION OF WORK
Right of Way

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☒ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Swan's letter of 11/17/82 you are now authorized to proceed with the actual acquisition of files #53007 and 53013 as shown on R/W map 9B-21-25 at a TEC of $25,000 Federal Funds $22,037.

Federal participation is limited to that right of way actually incorporated in the final location of the subject project.

RECEIVED
STATE HWY ENGR
NOV 30 '82
REFER TO Moehring
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Origs 11/30

14. DATE 11/23/82
15. SIGNATURE OF APPROVING OFFICIAL
16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-73) PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: November 17, 1982

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: D.E. Swan, P.E.
Program Control Engineer

Subject: Project Data Submission
Item No. 20061
Project No. F-1(23)
Fern Hill Slide Section
Clatsop County

Enclosed is data consisting of PR-1 forms, sketch maps and right-of-way map No. 9B-21-25.

I request authorization to proceed with the actual acquisition of the right-of-way all phases at an estimated total cost of $25,000 with an obligation of $22,037 in Federal Funds. The right-of-way to be acquired is as outlined in red on the enclosed right-of-way map and does not involve relocation assistance.

A copy of the State Clearinghouse A-95 review conclusions will be forwarded under separate action.

CL:bks
Enc.
cc: J.B. Boyd
F. Lowe
General Files

Form 734-3122

8

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO 6-2

Date: November 17, 1982

To: Executive Department
Federal-Aid Coordination Unit

From: D.E. Swan, P.E.
Program Control Engineer

Subject: Federal-Aid Funding Application

In compliance with step 7 of Procedure 13-020-02 of Executive Memorandum 02-270-20, we are submitting one copy of the completed application for Federal-Aid funding of the following:

Item No.	Project No.	Section Name & PNRS No.
20061	F-1(23)	Fern Hill Slide PNRS #OR 821110-013-2

CL:bks
Enc.
cc: Dale E. Wilken, FHWA
General Files

Form 734-3122

9041 8

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO

Date: November 4, 1982

To: Executive Department
Federal-Aid Coordination Unit

Clatsop-Tillamook Intergovernmental
Council
P.O. Box 488
Cannon Beach, OR 97110

D E Swan

From: D.E. Swan, P.E.
Program Control Engineer

NOTED
H.S. COULTER

Subject: Notice of Intent for Federal-Aid Funds
State Admin. Dist. No. 1
Section: Fern Hill Slide Section M.P. 89.0
Highway: Lower Col. Riv. Hwy.. US-30
County: Clatsop

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programming of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for Federal-Aid funds on this project to be December 6, 1982.

BLG:bks
Attachments

cc: D.E. Wilken, FHWA
H.S. Coulter ✓
F.E. Terpin
J.B. Boyd (2)
J.H. Versteeg (3)
Gary Potter

W.J. Hart
Reg. 2 Engr.: C.O. Fredrickson
Dis. 1 Engr.: E.L. Everton
Aeronautics Division
David Powers, Parks
B.L. Gifford

RECEIVED
STATE HWY ENGR
NOV 9 '82
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

Form 734-3122 (2)

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02	12] APPLICANT [45 Department of Transportation	46] DIVISION [79 Highway	
03	12] APPLICANT ADDRESS STREET [45 Transportation Building	46] CITY [60 Salem	76] ZIP [80 97310
04	12] CONTACT PERSON [45 D.E. Swan	46] AREA CODE [48 503 | 49] PHONE [55 378	56] EXTENSION [59 6565
01	12] PROJECT TITLE [71 Fern Hill Slide Section M.P. 89.0		
11	12] PROJECT LOCATION—CITY Lower Col. Riv. Hwy. US-30	PROJECT LOCATION—COUNTY Clatsop	PROJECT LOCATION [79 SEC: T: R:

SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

05 The project is to construct a new alignment around the slide area utilizing

06 12] a portion of the previously constructed grade above the slide. Most of the [71

07 12] right-of-way required for this work is owned by the Highway Division. [71

08 12] [71

09 12] [71

10 12] [71

12

AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
752,800	----	101,200	----	----	854,000

13	12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45	46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79
14	12] FEDERAL PROGRAM TITLE [71 Title 23 USC Highways	
15	12] FEDERAL AGENCY NAME [45 U. S. Department of Transportation	46] FEDERAL SUB-AGENCY NAME [79 FHWA

17 **(A) TYPE OF APPLICANT:** (Check (×) the single most applicable box)

STATE	INTER-STATE	COUNTY	CITY	SCHOOL DISTRICT	SPECIAL DISTRICT	COMMUNITY ACTION	SPONSORED ORGANIZATION	OTHER
☒ 12	☐ 13	☐ 14	☐ 15	☐ 16	☐ 17	☐ 18	☐ 19	☐ 20

(B) TYPE OF ACTION: (Check (×) as many boxes as apply to this action)

NEW GRANT	CONT. GRANT	SUPPL'T GRANT	INCREASE DURATION	DECREASE DURATION	CANCELLATION	INCREASE DOLLARS	DECREASE DOLLARS
☒ 21	☐ 22	☐ 23	☐ 24	☐ 25	☐ 26	☐ 27	☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED?	(D) REVIEW REQUIRED by A-95	(E) ENVIRONMENTAL IMPACT	(F) HOUSING RELOCATION REQUIRED
Yes ☒ 29 No ☐ 30 Date: Nov. 4, 1982	Yes ☒ 31 No ☐ 32	Yes ☐ 33 No ☒ 34	Yes ☐ 35 No ☒ 36

(G) ESTIMATED APPLICATION FILING DATE:	41] MONTH [42	43] DAY [44	45] YEAR [46
	Dec.	6	1982

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: Nov. 4, 1982

VI. If project includes state funds (12C), identify agency HIGHWAY

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a Class 2 Project of Categorical Exclusion according to the new environmental quality guidelines.

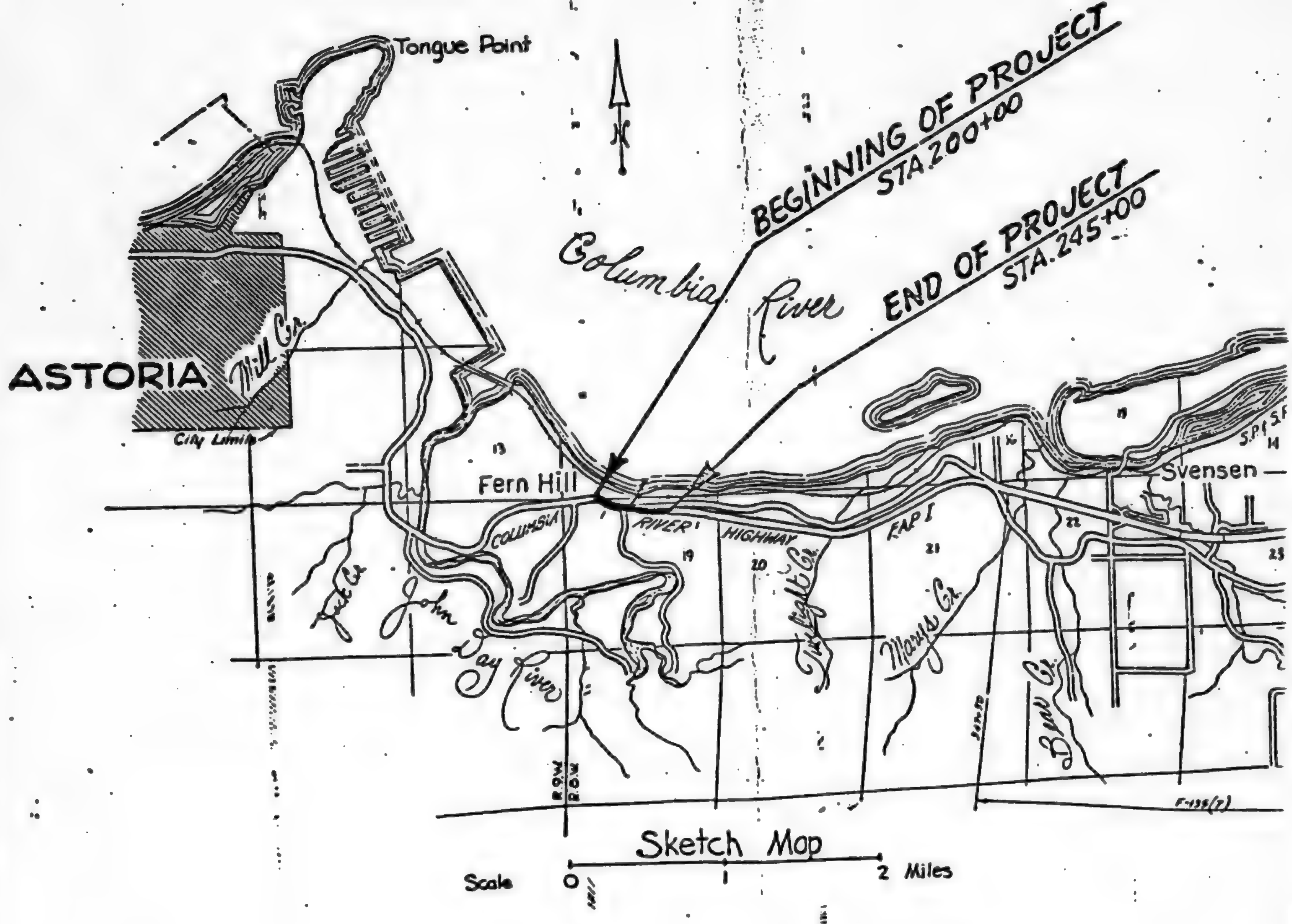
STATE OF OREGON

STATE HIGHWAY DIVISION

SLIDE CORRECTION

FERN HILL SLIDE SECTION

COLUMBIA RIVER HIGHWAY
CLATSOP COUNTY


Tongue Point
N
BEGINNING OF PROJECT
STA.200+00
END OF PROJECT
STA.245+00
Columbia River
ASTORIA
Mill Cr.
City Limits
Fern Hill
COLUMBIA RIVER HIGHWAY
FAP I
Svensen
S.P.&S.
John Day River
Jack Cr.
Twilight Cr.
Marys Cr.
Bear Cr.
13
18
19
20
21
22
23
14
16
ROW
F-139(?)
Sketch Map
Scale 0 1 2 Miles

OREGON STATE HIGHWAY DIVISION
PROJECT CLASSIFICATION

A. Project Identification:

FERN HILL SLIDE

Section: Lower Columbia R. Hwy. @ M.P. 89
Highway: Lower Columbia River
County: Clatsop
Region: II

Date: March 8, 1982
City:
Hwy. No.: 2W
Begin M.P.: 89.13
Length: 0.75
Program Estimate: ~~$1,200,000~~ 854,000
Funding Source:

B. Purpose, Need, and Description of Project (Describe Alternatives):

A slide occurred in the existing highway immediately east of Claremont Road. This slide destroyed the existing highway and construction of a temporary detour was necessary. The area which subsided cannot be rebuilt to grade without displacing the adjacent BNRR tracks. The project is to construct a new alignment around the slide area utilzing a portion of the previously constructed grade above the slide. Most of the right-o-fway required for this work is owned by the Highway Division.

C. Recommended Project Classification:

Project Class		Documentation
	I	Draft and Final EIS
X	II	Categorical Exclusion
	III	Environmental Assessment

	Other Documentation
	Wetlands Finding/Analysis
	Endangered Species List
	Biologic Assessment
	Cultural Resources Survey
	Section 106 Procedures
	Section 4(f) Evaluation
X	Noise Study Report
	Indirect Source Construction Permit

Basis for Recommended Classification:
In accordance with 23 CFR 771.115 this project is considered to be non-major action. The realignment construction of the existing highway would have no significant adverse impact to the social, economic, or natural environment.

D. Descriptions:

	Existing Facility	Proposed Facility
Number of Traffic Lanes	2	2
Median (Yes/No)	No	No
Shoulders (Yes/No, Paved/Gravel)	Paved	Paved
Average Daily Traffic (Volume and Year)	4,100 (1980)	7,000 (2000)
Alignment (New, Combined, Existing)		Combined
Speeds (Posted and Estimated)	55	55

E. Preliminary Identification of Environmental Impacts:

1. Estimated Right-of-Way Impacts:

Acres	2.5
Estimated Number of Parcels	1
Residential Displacements (No.)	0
Business Displacements (No.)	0

Describe:

The land is undeveloped, wooded land. This property is needed to connect the west end of this project back into the existing highway.

2. Estimated Impact on Land Use:

There will be no impact on land use. The land had been used by the Highway Division as a disposal area for slide material.

3. Estimated Impact on Traffic Volumes, Flow, Patterns, and Safety:

Flow and safety will be improved by the volumes and patterns will remain the same.

4. Estimated Impact on Rivers, Streams, Wetlands, Rare or Endangered Species or Other Natural Ecological Resources:

None identified.

5. Estimated Impact on Parks, Historic Properties, or Other Cultural or Scenic Resources:

None identified.

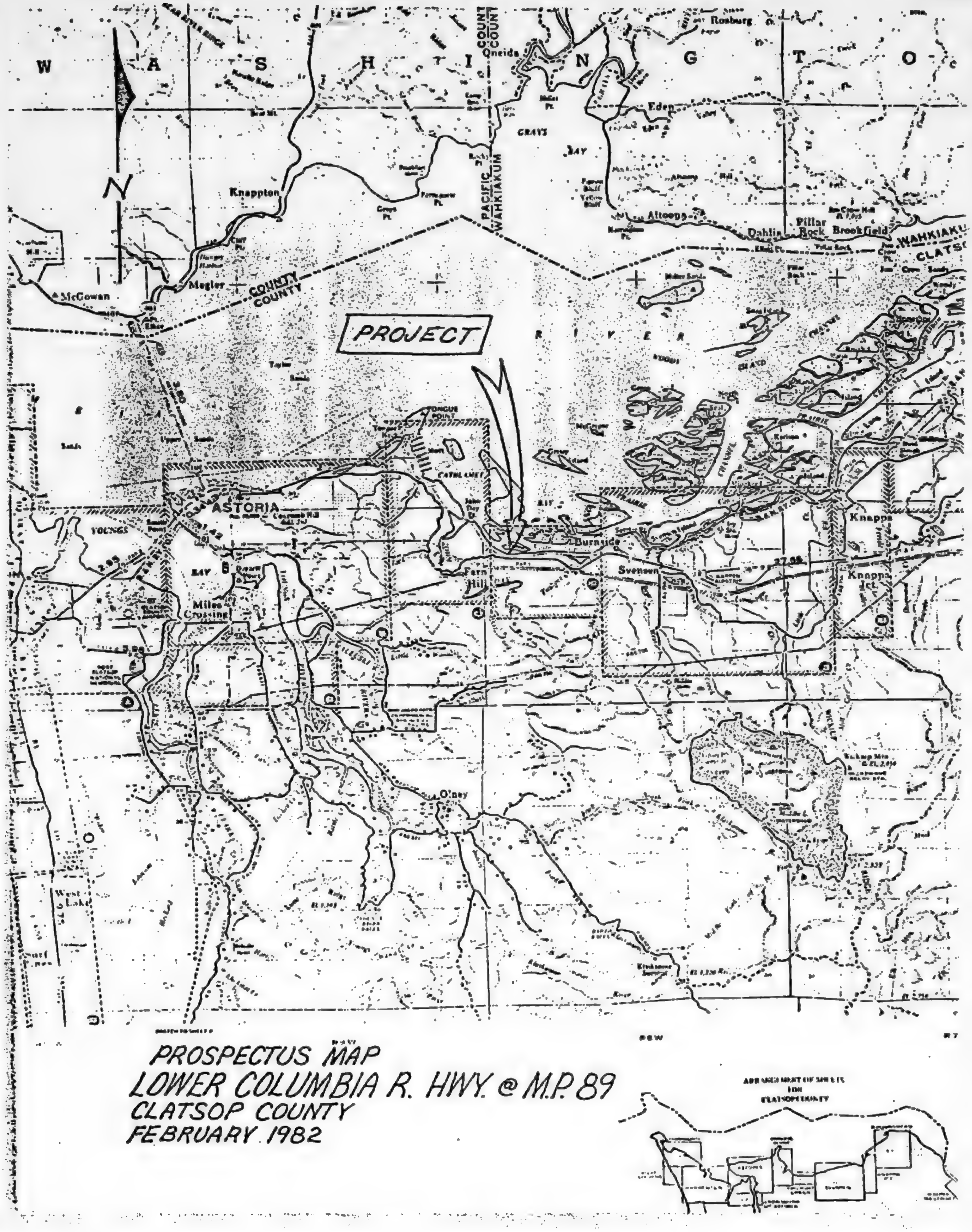
6. Preliminary Identification of Areas of Critical Concern and Controversial Issues:

None identified.

Name of Preparer and Phone Number: Chuck Pietrok (378-2626)

(Attach Project Locaion Map)

(2-28-82)


N
WASHINGTON
Rosburg
Oneida
PACIFIC COUNTY
WAHKIAKUM COUNTY
Eden
GRAYS BAY
Knappton
Altoona
Dahlia
Pillar Rock
Brookfield
WAHKIAKUM
CLATSOP
McGowan
Megler
COUNTY
COUNTY
PROJECT
RIVER
TONGUE POINT
CATHLAMET BAY
ASTORIA
YOUNGS BAY
Miles Crossing
Fern Hill
Burnside
Svensen
Knappa
Knappa Jct.
Olney
West Lake
ARRANGEMENT OF SHEETS FOR CLATSOP COUNTY

PROSPECTUS MAP
LOWER COLUMBIA R. HWY. @ M.P. 89
CLATSOP COUNTY
FEBRUARY 1982

9648 8

U.S. Department of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject:	Oregon Project F-1(-) Fern Hill Slide (MP 89.0) Section Clatsop County Exceptions to Minimum Design Criteria	Date:	October 15, 1982
From:	Division Administrator	Reply to Attn. of:	HFO.2-OR
To:	Mr. H. S. Coulter, State Highway Engineer Salem, Oregon		

[illegible]
E. S. [illegible]

We concur in the exceptions to the minimum design criteria as proposed in Mr. D. R. Adams' September 17, 1982 letter on the subject project.

G. K. Hossner
for Dale E. Wilken

cc:
OSHD (D R Adams)

RECEIVED
TECHNICAL SERVICES
OCT 19 '82
REFER TO
Info | Inves | R/D | D/R | Sign | Act | File

RECEIVED
STATE HWY ENGR
OCT 19 '82
REFER TO
Hunter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

2W

ROAD DESIGN SECTION 378-6558

ROW: 3:1

J. B. Doyd, Manager
Right of Way Section

October 5, 1982

J. H. Versteeg
Road Design Engineer

Files 53007 & 53013
Fern Hill Slide Section
Columbia River Highway
Clatsop County

Versteeg
Anderson
Adams
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
OCT 6 1982
ROAD DESIGN SECTION

Do Not File
Return To
Bring /
Action

Attached are descriptions (2 files), an authorization and right of way prints covering right of way required for the subject project, scheduled for fiscal fourth quarter of 1983.

By: ORIGINAL SIGNED BY W. H. WAKERLIG

ORIGINAL SIGNED BY
W. H. WAKERLIG

W. H. Wakerlig
R/W Descriptions Supervisor

WHW:rlr
Attachments

9646

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

September 17, 1982

In Reply Refer to
File No.
DES 16

RECEIVED
STATE HWY ENGR
SEP 21 '82
REFER TO
Schwartz
FOR
Info ☒ Inves ☐ R/D ☐ D/R ☐ Sign ☐ Act ☐ File ☒

Noted
GSR

NOTED
W. E. SCHWARTZ

Mr. Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street NE
Salem OR 97301

ATTN: Glenn K. Hossner

Fern Hill Slide (MP 89.0) Section
Lower Columbia River Highway
Clatsop County

The primary purpose of this Federal-aid project is to correct the slide and provide realignment for 0.58 mile of the existing highway for promotion of the safe and expeditious flow of traffic.

The Lower Columbia River Highway is a class A(2) highway with an A.D.T. of 4100±. The OSHD standard design speed in the "rolling" terrain of the project area would be 60 MPH. The proposed vertical and horizontal alignment will approximate a design speed between 45 MPH and 62 MPH.

The existing highway immediately east and west of this short section is very crooked and approximates a safe speed of 45 MPH.

The realigned section while not meeting full design standards will provide an improved section and alignment to avoid a slide near Claremont Road intersection and the Columbia River Highway. The alignment is interconnected to the Columbia River Highway on the westerly end with a six degree curve using 200-foot spirals. The easterly end is connected to the existing highway using six degree reversing curves with 300-foot spirals.

The typical section is proposed as 32-feet in width, two 12-foot lanes with 4-foot shoulders. The proposed 4-foot shoulders will match the existing roadway immediately east and west of the project.

Form 734-3122

The project has been justified on a cost/benefit ratio and has been thoroughly reviewed by our Region staff, Traffic Section and Design staff in terms of obtaining the maximum safety benefits and upgrading possible within the limited money available.

We are submitting this letter to you as documentation as requested in your February 15, 1978 letter entitled "Exceptions to Minimum Design Criteria, Non-Interstate Federal-Aid Projects for Pavement Resurfacing."

J. H. Versteeg
Road Design Engineer

By

Donald R. Adams, P.E.
Final Design Engineer

WEC:DRA:kg:rw

bc: H. S. Coulter
E. S. Hunter
D. H. Moehring
F. E. Terpin
C. O. Fredrickson
Jack Sullivan
W. E. Cole

9648

8

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

4-20-82

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-1(8)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Clatsop

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 20061

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 4/20/82

8. FEDERAL ROUTE NUMBER Primary 1

9. STATE ROUTE NUMBER Primary 2W

10. GENERAL LOCATION:
Fern Hill Slide Section

11. GENERAL DESCRIPTION OF WORK
Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION including archeological salvage utility preparatory work and railroad preparatory work.
TEC $51,000
F.F $44,971

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Swan's PEA dated 4/7/82.

RECEIVED
STATE HWY ENGR
APR 28 '82
Orig to
REFER TO
4/28/82 Moehring
FOR
Info Inves R/D D/R Sign Act File

14. DATE 4/20/82

15. SIGNATURE OF APPROVING OFFICIAL G.K. Hassner

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

C

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

March 4, 1982

In Reply Refer to
File No.:

TO: H. S. Coulter
State Highway Engineer

D E Swan

FROM: D. E. Swan, P.E.
Program Control Engineer

SUBJECT: Lower Columbia River Hwy. at M.P. 89
Lower Columbia River Highway
Clatsop County

Attached is a Project Request for construction of a new alignment around a slide on the Lower Columbia River highway. The slide destroyed the existing highway, which cannot be rebuilt without posing a real threat to the adjacent B.N.R.R. tracks. Traffic is presently on a temporary detour around the slide.

The proposed new alignment around the slide would utilize a portion of the previously constructed grade above the slide. We own most of the right of way required, although one new parcel of about 24 acres would be needed.

If you approve request, we have drafted a letter to the Transportation Commission for your use.

KO:lms

Attachment

Form 734-3122

March 4, 1982

TO: Oregon Transportation Commission

FROM: H. S. Coulter, P.E.
State Highway Engineer

SUBJECT: Finance Approval
Slide Bypass Project

On the consent calendar for the March 16 meeting will be a request to add a slide bypass project to our construction.

The proposed project is about 7 miles east of Astoria on the Lower Columbia River highway in Clatsop county. A slide has destroyed the existing highway, which cannot be rebuilt without a real danger of displacing the adjacent railroad tracks.

The estimated cost of $853,000 would be financed with state funds. I recommend your approval and request authority to sign the necessary agreements for and on your behalf.

KO:lms

bc: Fred Miller
R.W. Gormsen
E.S. Hunter
D.H. Moehring
C.T. Keasey
J.H. Versteeg
C.O. Fredrickson
V.E. Skoog
E.L. Johnson

Ymr 6-1

OREGON STATE HIGHWAY DIVISION
PROJECT REQUEST

A. IDENTIFICATION: Date: 2 - 8 - 82

Proposed Section: Lower Columbia River Hwy @ M.P. 89 Region: 2
Highway: Lower Columbia River St. Hwy. No. 2W M.P. 88.5 to M.P. 91.2 Length: 0.75*
County(s): Clatsop (Attach Sketch Map)
Recommended Construction Date: August 1982 Proposed 6 YP ____
Method of Doing Work: Contract Contract St. Force ____ Other ____
*M.P. 89.13 = M.P.91.01

B. FINANCING

	Section		Year	Funds Available
Postpone ☐		Current 6 YP		
		Recommend		
Cancel ☐		Current 6 YP		
		Recommend		

If not one of the above - Recommended Financing: ____

FAI ☐, FAP ☐, FAS ☐, ST. CONST. ☒, OTHER ☐ ____

C. ROADWAY & TRAFFIC

	Width				Structures		Extg. Traffic (Year 80)		Proj. Traffic (Year)	
	No. Lanes	Pvmt.	Shldrs.	Walks	No.	Tot. Lng.	ADT	Service Level	ADT	Service Level
Existing Facility:	2			0	0		4,100			
Proposed Facility:	2	24	4	0	0					

D. DEFINE THE PROBLEM: A slide occurred in the existing highway immediately east of Claremont Road. This slide destroyed the existing highway and construction of a temporary detour was necessary. The area which subsided cannot be rebuilt to grade without displacing the adjacent BNRR tracks.

E. PROPOSED SOLUTION:
Construct a new alignment around the slide area utilizing a portion of the previously constructed grade above the slide. We already own most of the right of way required for this work.

F. REASON FOR REQUEST AT THIS TIME: To program a construction project as soon as possible to alleviate the temporary detour and slide maintenance problems.

G. COST ESTIMATE

Roadway Work	$ 823,800
R/W (Approx: No. of Parcels 1, Acres 24, Any Reloc. no).	10,000
Structures	-0-
Other (Define)	
Preliminary Engineering (By Whom) State (field only)	19,500
TOTAL	$ 853,300

H. REQUESTED BY: ____
Region Engineer or Section Head

Approval/~~Disapproval~~ ____
State Highway Engineer Date

Approval/Disapproval ____
Asst. Director for Operations Date

Oregon Transportation Commission
Approval Date 3/16/82

Remarks & Action Taken:

3-24-82
orig. to
Proj. Mgt.

Form 734-1386 (3-78)

1983   Crooked River Bridge Sec. 9649
of Conant Basin Rd. SE of Prineville.
(Structure Repair)

76 17

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

9649

REGION NO. 10	REPORT NO.	COUNTY Crook	DIVISION Oregon
DATE OF REPORT June 1, 1984	REPORT MADE BY C.O. Fredrickson, Construction Engineer		PROJECT NO. BHOS-0700(5)
COMPLETION DATE (Actual) Nov. 23, 1983	ACCEPTANCE DATE BY CONRTACT AGENCY March 19, 1984	TIME ELAPSED 100 %	CONTRACT TIME 153 CD Approved Extensions 3 CD

LOCATION Crooked River Bridge Section of Conant Basin County Road approximately 21 miles southeast of Prineville.

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

1. Description of Improvement as Programed:
   - A. Repair of Bridge No. 16636 over Crooked River. Length: 110 feet. Roadway Width: 18 feet.
   - B. Performance of such additional and incidental work as is called for by the specifications and plans.
2. Contractor's Name: P & F Construction
3. Contract Amount: $44,297.00
4. CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Certification Acceptance Agreement. Final acceptance by the Federal Highway Administration is requested.

RECEIVED
STATE HWY ENGR
JUN 12 '84
REFER TO
Fredrickson
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Signature (SHD Official) C.O. Fredrickson

Title Construction Engineer

NOTED
W. E. SCHWARTZ

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE D. B. Carter Original Signed by D. B. Carter Area Engr.		SIGNATURE G. K. Hossner	
TITLE Area Engineer	DATE 6/11/84	TITLE Field Operations Engineer	DATE 6/11/84

FORM FHWA 1446B
(Rev. 2-84)

PREVIOUS EDITIONS MAY BE USED.

7-13

F

April 2, 1984

Allied Fidelity Insurance Co.
2532 S.E. Hawthorne Boulevard
Portland, OR 97214

CON 5
#9649

Gentlemen or Ladies:

On March 28, 1984, we wrote to you concerning release of final payment on Contract No. 9649 awarded to P & F Construction for repair of the Crooked River Bridge on Conant Basin Road in Crook County.

Final payment on this contract is $1,822.40 and the total contract amount is $47,198.31, including $776.93 for work performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dc

cc: P & F Construction
P. O. Box 232
Gates, OR 97346

Pepie D. Bieker
1350 S.E. 122nd Avenue
Portland, OR 97233

bc: C. O. Fredrickson
Walt Hart
Dale Allen

1 Versteeg ✓
Anderson ✓
2 Adams
(cy) Macnab
Stoudenmeyer
Terpin
Trout
Wakerlig

RECEIVED
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ROAD DESIGN
SECTION

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Crook Co.
11

9649

NOTED
N. E. MANN

Crooked River Bridge
Narrative Report

The purpose of this contract was for structure repair on the Crooked River Bridge Section of the Conant Basin Road in Crook County

Contract duration was 150 calendar days, commencing June 24, 1983. The pre-construction conference was held July 15, 1983 in the Region 4 conference room.

Work began on the project July 30, 1983. New bents were constructed to facilitate moving the structure upstream approximately twelve (12) feet. The work on the new bents proceeded normally, with the final concrete pour on September 15, 1983. The timber plans were changed and the final shop drawings were received approved as noted September 14, 1983. The contractor performed no work on the project from September 26, 1983 to November 2, 1983, when preparations began for moving the structure. At this time, a ford had been constructed by others across the Crooked River approzimately 300 ft. upstream from the structure. The structure was moved to the new bents on November 4, 1983 and the bridge timbers began to be installed. The Crook County Road Dept. began their preparations for building road approaches to the new bridge site on November 2, 1983. Work on the new bridge timbers proceeded through November 15, 1983 when all timbers had been installed. During the period November 4, 1983 to November 15, 1983, the new was closed to traffic daily from 7:00 AM to 5:00 PM, except for the passage of local children departing for and returning from, school.

The new bridge probably should have been skewed to better facilitate a sharp turn in the road on S.E. end.

No work was performed on the project from November 16, 1983 to November 22, 1983. On November 22, 1983, the guard rail crew arrived and began guard rail installation. At the end of shift November 23, 1983 all guard rail had been installed and the project completed.

Tom 1-23-84

Statement of Overruns and Underruns

Project : Crooked River Bridge (Conant Basin)
Contract No. : 9649
Highway : Conant Basin County Road
Prefix : 207-1050
County : Crook
F. A. No. : BHOS-0700(15)

Item No.	Item	Unit	Original	Semifinal	(+-) %
		Summary			
	Bid Items	$	44,297.00	45,998.98	
	Anticipated Items	$	500.00	0.00	
	Contingencies	$	2,015.87	863.79	
	Engineering	$	4,479.70	9,700.00	
	Liquidated Damages	$	0.00		
			51,292.57	56,562.77	+10.3
	Total	$			

Individual Overruns and Underruns

Item No.	Item	Unit	Original	Semifinal	(+-) %
13	Lumber & Timber, Treated	MBM	$14,664.00	$15,292.72	+4%
15	Guard Rail, Type 2A	Lin.Ft.	$1,414.50	$1,681.00	+19%
	Additional Guard Rail required on dangerous curve upon entering bridge				
18	Loose Rip Rap Class 100	Cu.yd.	$4,500.00	$5,685.00	+26%
	Additional rip rap required for protection of concrete bents.				

/ Versteeg ✓
Anderson ✓
2 Adams
Macnab
Stoudenmeyer
Terpin
Trout
Wakerlig

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ROAD DESIGN SECTION

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NOTED
N. E. MANN

FORM 734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Crooked River (Conant Basin) Bridge

WEEK ENDING: January 28, 1984

SECTION PREFIX: 207-1050

HIGHWAY:

COUNTY: Crook

NAME OF JOB: Crooked River(COnant Basin) Bridge

KIND OF WORK: Structure Repair

CONTRACTOR: P & F Construction

CONTRACT NUMBER: 9649

FEDERAL AID PROJECT NUMBER: BHOS-0700(5)

DATE OF CONTRACT: June 9, 1983

DATE WORK STARTED: July 20, 1983

ESTIMATED COMPLETION DATE: Project Completed

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 150

CALENDAR DAYS USED: 153

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 102

PROJECT AUTHORIZATION: $ 51,292.57

EXCLUSIVE OF ENGINEERING: $ 46,812.87

ENGINEERING AUTHORIZATION: $ 4,479.70

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 46,862.87 ~~45,598.95~~

ENGINEERING COST TO DATE: $ 9,700 ~~7,200.00~~

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED PERCENT: ~~XXXXXX XXXXXXXXX XXXXX~~ 103 %

PERCENT OF AUTHORIZATION: 217 ~~172~~ %

DATE PROJECT WAS COMPLETED: November 23, 1983

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	16636							
PERCENT	100%							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY		153		Project completed November 23, 1983
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

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CONSTRUCTION SECTION

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GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi-final submitted to region. Final weekly report

SIGNED Tom Eguigui LOCATION Bend
for W. W. Robertson

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

STATE COPY Gen File

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 1-117	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Crook
MODIFICATION NUMBER 2		Project Number BHOS-700(5)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on October 25, 19 82, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 69,292.00	$ 72,301.00
Federal funds	$ 55,432.00	$ 57,840.00
Other revisions		

This modification is made for the following reasons: to include increase in construction costs and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 16th day of January, 19 84.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Gary A. Potter

Manager, Program Section
(Title)

XBy For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen. File

Oregon State Highway Division
Salem, Oregon January 12, 1984

Federal-Aid Project No. BHOS-700(5)

Crooked River (Conant Basin Rd.) Br. Section
County Road in Crook County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required		$	18,000.00

Type Code X032
Structure, Br. No. 16636 (Sta. 1+90 to Sta. 3+00)

Subtotal of previous estimate of June 22, 1982			$	44,797.00

Previous Estimate

Treated Lumber & Timber	24	MBM	611.00	$	14,664.00
Loose Riprap, Class 100	150	C.Y.	30.00		4,500.00
				$	19,164.00

Revised Estimate

Treated Lumber & Timber	26	MBM	611.00	$	15,886.00
Loose Riprap, Class 100	190	C.Y.	30.00		5,700.00
				$	21,586.00

Increase	$	2,422.00
Subtotal	$	47,219.00
Engineering		7,082.00
Total	$	54,301.00

SUMMARY OF FUNDS (80.0%)

Description	Total Cost	Federal Funds	State Funds	County Funds
Preliminary Engineering	$ 18,000.00	$ 14,400.00	$ 800.00	$ 2,800.00
Structure	54,301.00	43,440.00	---	10,861.00
Total	$ 72,301.00	$ 57,840.00	$ 800.00	$ 13,661.00

Group 1 100%
Contract No. 9649
Prefix: 207-1932
Prefix: 207-1050

[illegible]

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State Oregon
MONTHLY TRANSACTION NUMBER 7-5		County Crook
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	Project Number BHOS-0700(5)
MODIFICATION NUMBER 1		

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on October 25, 1982, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 18,000.00	$ 69,292.00
Federal funds	$ 14,400.00	$ 55,432.00
Other revisions		

This modification is made for the following reasons: to include construction phase.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 30th day of June, 1983.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Larry G. Potter

Manager, Program Section
(Title)

~~By~~ For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon June 22, 1983

Federal-Aid Project No. BHOS-0700(5)

Crooked River (Conant Basin Rd.) Bridge Section
County Road in Crook County

MODIFIED PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering		All Required		$ 18,000.00
				$ 18,000.00

Type Code X032
Structure Bridge No. 16636 (Sta. 1+90 to Sta. 3+00)

Mobilization		All Required		$ 2,000.00
Temporary Protection and Direction of Traffic		All Required		500.00
Temporary Signs	143	Sq. Ft.	5.00	715.00
Temporary Barricades	4	Each	140.00	560.00
Temporary Continuous Rail Traffic Barriers, Reflectorized	200	Lin. Ft.	6.50	1,300.00
Flagmen	200	Hour	1.00	200.00
Truss Moving Work		All Required		2,000.00
Shoring, Cribbing, Etc.		All Required		500.00
Structure Excavation	170	Cu. Yd.	20.00	3,400.00
Structure Excavation Below Elevations Shown	20	Cu. Yd.	20.00	400.00
Structural Concrete, Class 3300 (45 C.Y.)		All Required		6,920.30
Reinforcement (7,000 lbs.)		All Required		3,000.00
Lumber and Timber, Treated	24	MBM	611.00	14,664.00
Metal Rail	224	Lin. Ft.	6.80	1,523.20
Guardrail, Type 2A	138	Lin. Ft.	10.25	1,414.50
Guardrail Anchors, Type 1	2	Each	200.00	400.00
Rail End Pieces, Type C	4	Each	75.00	300.00
Loose Riprap, Class 100	150	Cu. Yd.	30.00	4,500.00
				$ 44,297.00

Anticipated Items

Roadside Seeding and Mulching		All Required		$ 500.00
			Subtotal	$ 44,797.00
			Engineering	6,495.00
			Total	$ 51,292.00

Length of Project	0.02 mi.

SUMMARY OF FUNDS (80%)

Description	Total Cost	Federal Funds	State Funds	County Funds
Preliminary Engineering	$ 18,000.00	$ 14,400.00	$ 800.00	$ 2,800.00
Structure	51,292.00	41,032.00	----	10,260.00
Total	$ 69,292.00	$ 55,432.00	$ 800.00	$ 13,060.00

Group 1	100%
Contract No.	9649
Prefix:	207-1932 (PE)
Prefix:	207-1050 (Constr.)

STATE COPY OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 228	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION 10-25-82 **FEDERAL-AID PROJECT AGREEMENT**	State Oregon County Crook Project No. BHOS-0700(5)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd., Approx. 3 mi. N.W. of Post

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	10-12-82	0.02
RIGHTS-OF-WAY		
CONSTRUCTION		

OTHER *(Specify)*

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS PRO-RATA 80.0%
$ 18,000.00	$ 14,400.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By D E Swan
Program Control Engineer
(Title)
XXX For: H.S. Coulter, P.E.
State Highway Engineer
(Title)
By
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
By
(Division Administrator)
For: Dale E. Wilken
Date executed by Division Administrator [illegible]

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Gen File

Oregon State Highway Division
Salem, Oregon October 22, 1982

Federal-Aid Project
No. BHOS-0700(5)

Crooked River (Conant Basin Road) Bridge Section
County Road in Crook County

PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required	$18,000.00
	TOTAL	$18,000.00

Length of Project ------------- 0.02 miles

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	County Funds
Preliminary Engineering	$ 18,000.00	$ 14,400.00	$ 800.00	$ 2,800.00
Retain in Program				
Contract Work	111,000.00	88,800.00	----	22,200.00
TOTAL	$129,000.00	$103,200.00	$ 800.00	$ 25,000.00

Group 1 100%
Prefix: 207-1932

January 3, 1984

CON

P. & F. Construction
P.O. Box 232
Gates, Oregon 97346

Time Extension Request
Crooked River (Conant Basin) Bridge
Contract No. 9649
FAP No. BHOS-0700(5)

Your request for additional contract time in which to complete the above project has been carefully reviewed. A contract time adjustment of an additional three calendar days is granted due to the performance of additional and extra work on the project.

The adjusted contract time for completion of this project is 153 calendar days. This will eliminate all liquidated damages under this contract.

W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

OBJ:mk sl

bc H. S. Coulter
C. T. Keasey
Dale Allen w/att.
W. W. Robertson w/att.
FHWA w/att.
R. D. Church

STATE OF EGON **TEROFFICE MEMO**

TO: R. C. Pool
Region Construction Engineer

DATE: December 12, 1983

FROM: W. W. Robertson
Project Manager

W W Robertson

SUBJECT: Crooked River Bridge (Conant Basin)
Contract No. 9649

CE CAE FOE QCS SCS FEO RECEIVED DEC 14 1983 CONSTRUCTION SECTION OM CA LS TC FE CP

Attached for your approval find two (2) copies of contractors request for a time extension on the subject project.

It is true that subcontractor on the guardrail work was taken off the project by a high priority project. The subject contract was ready for the guardrail work and had the subcontractor been able to work on this project the contract would of been completed on time. It is unfortunate that two prime contractors would have the same subcontractor for guardrail work and have a conflict of schedule. In the interest of safety and fairness all consideration should be given to allow 3 days for this work.

The additional work under the bridge amounted to 9½ cu. yds. of excavation that did not show on the plans. The excavation was in hard rock and was performed in ½ day ofwork. One day could be allowed for this reason.

The force account work involved the fabrication of 4 - 3 inch steel tubes to allow adjustment in the anchor bolts (which was proven necessary), the ordering of 25 ft. sections of guardrail in lieu of standard 12½ units, and changes in the placement of the outside stringers which caused some bolts to be rethreaded and regalvanized. Three days could be allowed for this work.

Contract No.	9649
Project Designation	Federal
Dated Awarded	June 9, 1983
Work Started	July 20, 1983
Contract complete date	100% November 23, 1983
Number of workdays allowed	150 CD
Number of work days used	153 CD
Number of additional requested	3 CD

12-23-83
W. E. Schwartz -
I concur with Region to grant 3 c.d. time extension due to extra work performed. This will eliminate liquidated damages on this contract.
D. B. Jackmond

CC: Bryant Jackmond -
Recommend 3 day increase.
The three days in paragraph 1 is unusual but appropriate. Wil was involved in getting the GR sub to go to Suttle Lake job first, because of the weather. Other requests are also appropriate.
Bob Pool

ROE RE RTE PLA FAE
RECEIVED
RTE GEO
RUE DEC 12 1983 RCE
RSO REGION 4 BBE
ASSIGNED

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BHOS-0700(5)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Crook

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 30005

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 5/4/83

8. FEDERAL ROUTE NUMBER Non Federal aid

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:
Crooked River (Conant Basin Road) Bridge Section

11. GENERAL DESCRIPTION OF WORK
Bridge Rehabilitation

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

As requested in Mr. Potter's letter of 5/2/83 you are now authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project at a total estimated cost of $89,100 Federal Funds $71,280 in accordance with the approved Certification Acceptance Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards are lower than the minimum design as approved, this office should be notified of such proposed exceptions and reasons thereof.

I accept the certification of Mr. Rod Henry dated 4/27/83 that provisions of FHPM 7-5-1 have been compled with.

RECEIVED
STATE HWY ENGR
MAY 6 '83
REFER TO Potter
FOR
Info | Inves | R/D | D/R | Sign | Ac | [illegible]

Orig to
5/6

14. DATE 5/4/83

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-75) PREVIOUS EDITIONS MAY BE USED

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

RECEIVED
STATE HWY ENGR
APR 21 '83
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage St. N.E.
Salem, Oregon 97310, Phone: 378-3732
Toll Free Number - 1-800-452-7813

Attachment
cc: FHWA
✓State Hwy. Engr.
Location Unit
Right-of-Way Sec.
Road Design Sec.
Environmental Sec.
Bridge Sec.
Aeronautics Div.
Fed. Aid Group
Reg. 4 Engr.: D.D. Allen
Dis. 10 Engr.: R. Lammert

CONCLUSIONS

APPLICANT: Oregon Department of Transportation Highway Division

PROJECT TITLE: Crooked River Bridge (Conant Basin Rd.)

DATE: 4-19-83

NOTED
H.S. COULTER

The State has reviewed your project and reached the following conclusions:

☒ No significant conflict with the plans, policies or programs of state government have been identified.

☒ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of state government:

- ☐ may exist.
- ☐ have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.
- ☐ have been satisfactorily resolved. No significant issues remain.

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95.

Comments of appropriate local review agencies will be submitted to you separately and must also be included.

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number: **OR 830321-037-2**

This number should be used on all correspondence and particularly on SF-424 as required by OMB A-95.

Kay L. Wilcox
A-95 Coordinator

PNRS #3
Revised 8/82

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage ST NE Salem, Oregon
Phone: 378-3732 97310

RECEIVED
MAR 23 1983
DIVISION OF STATE LANDS

PNRS STATE REVIEW

Project #: OR [illegible] 057-2 Return Date: APR 15 1983

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

INTERGOVERNMENTAL RELATIONS DIVISION
MAR 30 1983

TO STATE CLEARINGHOUSE: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has Adverse effects. (Explain in Remarks Section)

( ) We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)

(✓) Additional comments for project improvement. (Attach if necessary)

REMARKS (Please type or print legibly)

If the project would require the removal, fill or alteration of 50 cubic yards or more of material within the banks of the waterway(s), we urge the applicant to apply for state fill or removal permits well in advance of construction deadlines to prevent unnecessary project delays. Specific information on the need for permits may be obtained from the Division of State Lands' office at 1445 State Street, Salem, OR 97310. Phone 378-3805.

Thank you for the opportunity to comment on this project.

Agency Lands By

PNRS #2 Phone Number 8-3059

9649

1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO

Date: March 18, 1983

To: Executive Department
Federal-Aid Coordination Unit

Central Oregon
Intergovernmental Council
P.O. Box 575
Redmond, OR 97756

D E Swan

From: D.E. Swan, P.E.
Acting Program Section Manager

NOTED
H.S. COULTER

Subject: Notice of Intent for Federal-Aid Funds
State Admin. Dist. No. 10
Section: Crooked River (Conant Basin Rd.) Bridge
Highway: CR 310
County: Crook

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programming of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for Federal-Aid funds on this project to be April 10, 1983.

DJT:bks
Attachments

cc: D.E. Wilken, FHWA
H.S. Coulter
F.E. Terpin
J.B. Boyd (2)
J.H. Versteeg (3)
Gary Potter
W.J. Hart
Reg. 4 Engr.: Dale Allen
Dis. 10 Engr.: R.L. Lammert
Aeronautics Division
David Powers, Parks
D.J. Tindall

RECEIVED
STATE HWY ENGR
MAR 21 '83
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	ct	File

Form 734-3122

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02	12] APPLICANT [45 Department of Transportation	46] DIVISION [79 Highway	
03	12] APPLICANT ADDRESS STREET [45 Transportation Building	46] CITY [60 Salem	76] ZIP [80 97310
04	12] CONTACT PERSON [45 D. E. Swan	46] AREA CODE [48 503 · 49] PHONE [55 378	56] EXTENSION [59 6563
01	12] PROJECT TITLE [71 Crooked River (Conant Basin Rd.) Bridge		
11	12] PROJECT LOCATION—CITY CR 310	PROJECT LOCATION—COUNTY Crook	PROJECT LOCATION [79 SEC: T: R:

SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

05 Bridge rehabilitation will require reconstruction of end bents which will

06 12] result in right-of-way acquisition. [71

07 12] [71

08 12] [71

09 12] [71

10 12] [71

12	AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
	12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
	68,000	17,000				

13	12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45	46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79
14	12] FEDERAL PROGRAM TITLE [71 Title 23 USC Highways	
15	12] FEDERAL AGENCY NAME [45 U. S. Department of Transportation	46] FEDERAL SUB-AGENCY NAME [79 FHWA

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE ☒ 12 · INTER-STATE ☐ 13 · COUNTY ☐ 14 · CITY ☐ 15 · SCHOOL DISTRICT ☐ 16 · SPECIAL DISTRICT ☐ 17 · COMMUNITY ACTION ☐ 18 · SPONSORED ORGANIZATION ☐ 19 · OTHER ☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT ☒ 21 · CONT. GRANT ☐ 22 · SUPPL'T GRANT ☐ 23 · INCREASE DURATION ☐ 24 · DECREASE DURATION ☐ 25 · CANCELLATION ☐ 26 · INCREASE DOLLARS ☐ 27 · DECREASE DOLLARS ☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? Yes ☒ 29 No ☐ 30 Date: 3-9-83

(D) REVIEW REQUIRED by A-95: Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT: Yes ☒ 33 No ☐ 34

(F) HOUSING RELOCATION REQUIRED: Yes ☐ 35 No ☒ 36

(G) ESTIMATED APPLICATION FILING DATE:	41] MONTH [42 April	43] DAY [44 10	45] YEAR [46 1983

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: 3-9-83

VI. If project includes state funds (12C), identify agency HIGHWAY DIVISION

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a Category 2 Project of Categorical Exclusion
according to the new environmental quality guidelines.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.

ENV 3

March 4, 1983

Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street N.E.
Salem, OR 97301

RE: Project Classification
Crooked River (Conant Basin Rd.) Bridge
County Road 310
Crook County
BHOS-0700(5)

Dear Mr. Wilken:

Attached is a project environmental classification for the subject project. It is our opinion that the project is appropriately classified as Class II, Categorical Exclusion, according to the 1978 Council on Environmental Quality guidelines. Your concurence is requested.

Very truly yours,

ORIGINAL SIGNED BY
GARY A. POTTER

Gary A. Potter, Manager
Environmental Section

GAP:lb

Attachments (4)

bc: E. S. Hunter
Local Programs Unit
D. E. Swan w/attach (2)
C. O. Fredrickson w/attach
Mike Schultz w/attach
Don Trout w/attach

Form 734-3122

PROJECT PROSPECTUS
PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION Crooked River (Conant Basin Road) Bridge #13C32

REGION 4

ESTIMATED RIGHT-OF-WAY IMPACTS

Approximately 0.22 acres of additional right-of-way is needed. (*See below). Current use of land is pasture.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

Present comprehensive plan designation is exclusive farm use. The rehabilitation of the existing bridge will not affect land use in any way, other than the required conversion of 0.22 acres to a transportation use.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

No impacts on traffic volumes or flow patterns. Safety will be enhanced considerably because the existing bridge is in poor condition and unsafe.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

The construction of the new concrete end bents and the removal of the old end bents at the rivers edges, together with the placing of rip-rap, will temporarily disturb and roil the water.

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

None.

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

None apparent.

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

☒ CLASS 2 (CATEGORICAL EXCLUSION)

☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

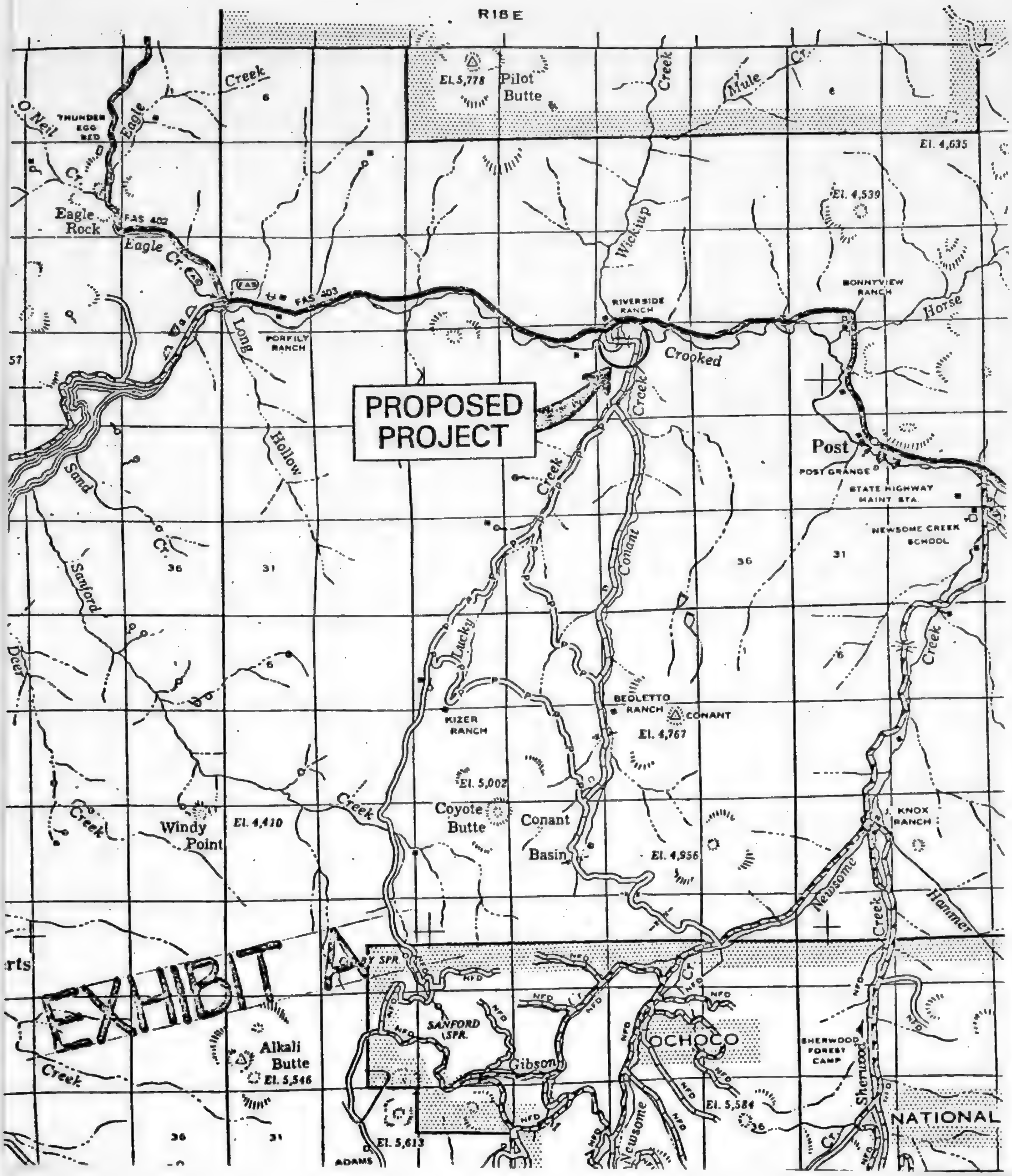
The proposed work does not have the potential to significantly affect the human environment.

OTHER DOCUMENTATION

*The County is expanding the right-of-way in the bridge vicinity from 40 feet to 60 feet. The centerline will be shifted northerly 22 feet. The acquisition northerly will be 32 feet, the abandonment, southerly to the same property owner will be 12 feet. The total length along centerline will be 494 feet.

PREPARED BY	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE
X John Hagedorn	388-6185	

734-1913 (7-82)


R18E
El. 5,778
Pilot Butte
Creek
Mule
Cr.
Wickiup
Creek
6
O'Neil
Cr.
Thunder Egg Bed
Eagle
Eagle Rock
FAS 402
Eagle Cr.
FAS
FAS 403
Porfily Ranch
Long
Hollow
Riverside Ranch
Crooked
Creek
El. 4,635
El. 4,539
Bonnyview Ranch
Horse
57
Sand
Cr.
Post
Post Grange
State Highway Maint Sta.
Newsome Creek School
Creek
Conant
Lucky
36
31
Sanford
Deer
Creek
Beoletto Ranch
Conant
El. 4,767
Kizer Ranch
El. 5,002
Coyote Butte
Conant Basin
El. 4,956
Windy Point
El. 4,410
Creek
J. Knox Ranch
Newsome
Creek
Hammer
Creek
Alkali Butte
El. 5,546
Sanford Spr.
Gibson
Ochoco
El. 5,584
El. 5,613
Adams
Sherwood Forest Camp
Sherwood
Newsome
Cr.
National
NFD
36
31
erts

PROPOSED PROJECT

EXHIBIT A

9649

7

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No
ENV 3

March 4, 1983

Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street N.E.
Salem, OR 97301

RE: Project Classification
Crooked River (Conant Basin Rd.) Bridge
County Road 310
Crook County
BHOS-0700(5)

Dear Mr. Wilken:

Attached is a project environmental classification for the subject project. It is our opinion that the project is appropriately classified as Class II, Categorical Exclusion, according to the 1978 Council on Environmental Quality guidelines. Your concurence is requested.

Very truly yours,

Gary A. Potter

Gary A. Potter, Manager
Environmental Section

GAP:lb

Attachments (4)

CONCUR
for Richard R. 3/14/83
Division Administrator Date
FHWA OREGON DIVISION

ENVIRONMENTAL SECTION
March 15, 1983

cc: J. B. Boyd
J. H. Versteeg
Keats Oliver
L. E. George
Buz Swan
W. J. Hart
C. T. Keasey
F. E. Terpin
Local Programs
Phil Lewellyn
Surfacing Design
General Files
Dale Allen
John Hagedorn
Rolland VanCleave
Robert Lammert
Don Keyes

Form 734-3122

9649

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

DATE: February 24, 1983

In Reply Refer to File No.: PRO 6-2

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM:
D. E. Swan, P.E.
Acting Program Section Manager

SUBJECT: Construction Obligation
Item No. 30005
Project No. BHOS-0700(5)
Crooked River (Conant Basin Road) Bridge Section
Crook County

It is the Oregon State Highway Division's present intention to receive bids for this project on March 24, 1983.

I request authorization to proceed with actions necessary to advance the physical construction provided for by the project at an estimated total cost of $85,500 with an obligation of $68,400 in Federal funds in accordance with Oregon's approved Certification Acceptance Plan.

Attached is a copy of an interoffice memo by J. H. Wood, Highway Division Structure Maintenance Engineer, concerning the sufficiency rating of the structure after the proposed project is accomplished.

JLG:lb

Att.

cc Ken Husby
Guy Johnson
General Files

Form 734-3122

October 15, 1982

Crook County Court
Courthouse
Prineville, OR 97754

AGR 4

Attention: Grace Bannon
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 7756

Gentlemen or Ladies:

Attached for your files is a fully executed copy of a preliminary engineering and construction-finance agreement for repair and rehabilitation of the Crooked River (Conant Basin Road) Bridge, Bridge No. 13C32.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dmc
Attachment

bc: Don Harwell (agreement attached)

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
ACC

TO: H. S. Coulter
State Highway Engineer

DATE: September 21, 1982

FROM: Robert N. Bothman
Assistant State Highway Engineer

SUBJECT: Highway Bridge Rehabilitation Off-System Project FY 1983
Crooked River (Conant Basin Road) Bridge No. 13C32
Crook County

Crook County requests approval of a $129,000 project to repair the Crooked River Bridge No. 13C32 on Conant Basin Road. A recent inspection by FHWA and State Highway personnel found severe deterioration in the concrete end bents, and rot in the untreated stringer and deck timbers.

The proposed project will utilize the existing 113 foot-long pony truss, replace the end bents and untreated timbers. The State will perform the preliminary and construction engineering. Highway Bridge Replacement and Rehabilitation funds will provide 80 percent of the project financing, with Crook County providing the 20 percent local match. The location of the proposed project is shown on the attached map. In Summary:

JURISDICTION	PROPOSED PROJECT	TOTAL EST. COST	FEDERAL FUNDS	COUNTY SHARE	STATE SHARE
Crook County	Crooked River (Conant Basin Rd.) Bridge No. 13C32	$129,000	$103,200	$25,800	$ ---

FHWA, Region 4, the Bridge Section, and this office investigated the proposed project, confirming its eligibility and financing using Highway Bridge Replacement and Rehabilitation funding during FY 1983. I recommend your approval and request you authorize this project under delegated authority.

APPROVED BY:

H S Coulter
State Highway Engineer

Date 9/22/82

KEH:pf
Attachment

RECEIVED
STATE HWY ENGR
SEP 22 '82
REFER TO

FOR

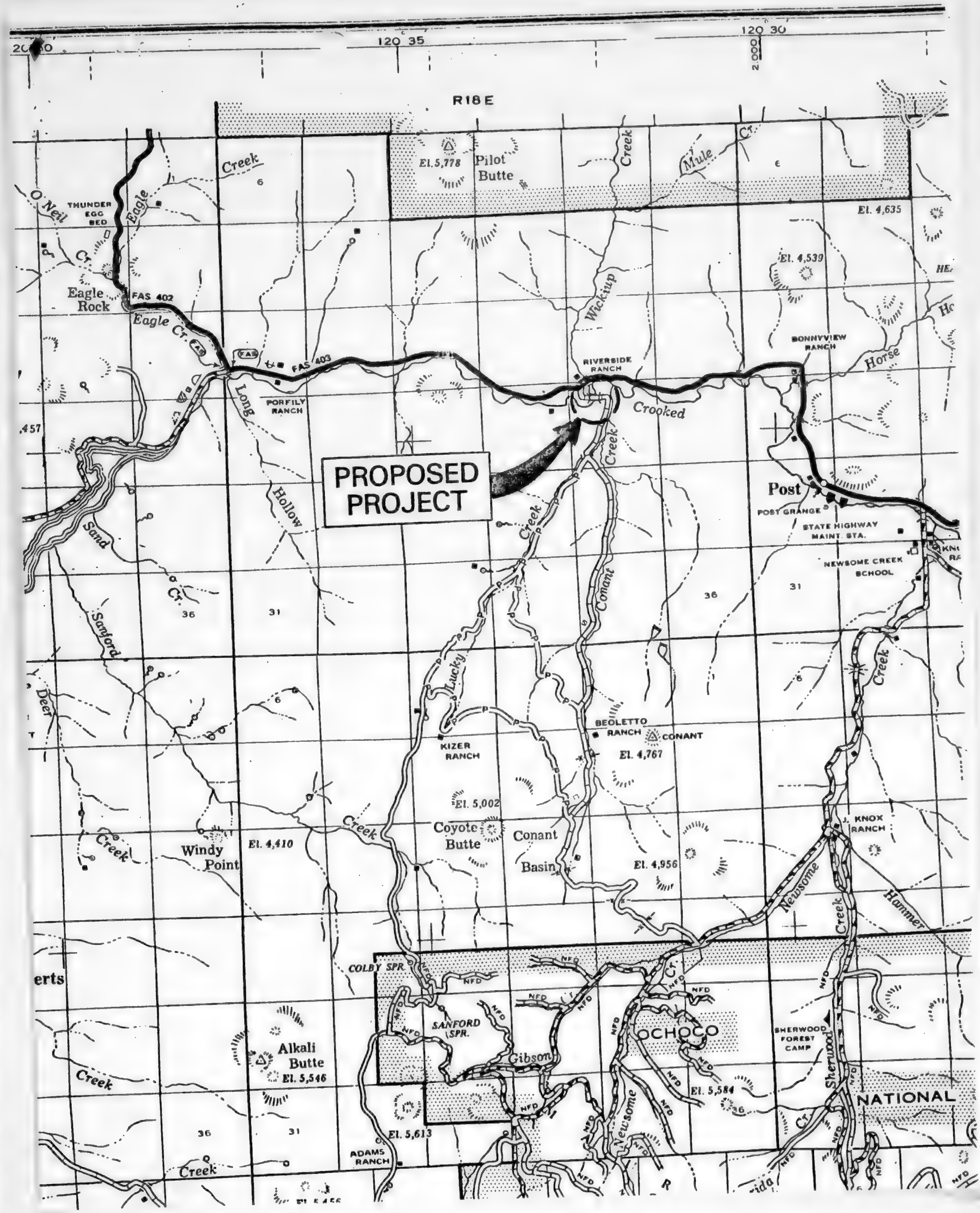
Info	Inves	R/D	D/R	Sign	Act	File

orig to [illegible]
cy Bothman
file

will be in
next month

Contains Recycled Materials
81-125-1387

SP*75683-125


120 35
120 30
R18E
PROPOSED PROJECT
El. 5,778
Pilot Butte
Creek
Mule Cr.
Wickiup
El. 4,635
El. 4,539
O'Neil Cr.
THUNDER EGG BED
Eagle
Eagle Rock
FAS 402
Eagle Cr.
FAS 403
PORFILY RANCH
RIVERSIDE RANCH
Crooked
BONNYVIEW RANCH
Horse
Post
POST GRANGE
STATE HIGHWAY MAINT. STA.
NEWSOME CREEK SCHOOL
Long Hollow
Sand Cr.
Sanford
Lucky Creek
Conant Creek
Deer
BEOLETTO RANCH
CONANT
El. 4,767
KIZER RANCH
El. 5,002
Coyote Butte
Conant Basin
El. 4,956
Windy Point
El. 4,410
Creek
J. KNOX RANCH
Newsome Creek
Hammer
COLBY SPR.
SANFORD SPR.
Gibson
OCHOCO
NATIONAL
SHERWOOD FOREST CAMP
Sherwood Cr.
El. 5,584
NFD
Alkali Butte
El. 5,546
El. 5,613
ADAMS RANCH
Roberts
Creek
Newsome

9664 8

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BHOS-0700(5)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Crook

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 30005

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 10/12/82

8. FEDERAL ROUTE NUMBER Non Federal-aid

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:
Crooked River (Conant Basin Road) Bridge Section

11. GENERAL DESCRIPTION OF WORK
Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION including archeological salvage and utility preparatory work TEC $18,000 F.F $14,400
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS
As requested by Mr. Swan's letter of 9/30/82.

RECEIVED
STATE HWY ENGR
OCT 18 '82
REFER TO Swan
FOR
Info	Inves	R/D	D/R	Sign	Act	File

10/18.
orig

14. DATE 10/12/82

15. SIGNATURE OF APPROVING OFFICIAL G K Hessner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

(1449

7

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: September 30, 1982

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: D.E. Swan, P.E.
Program Control Engineer

Subject: Project Data Submission
Item No. 20152
Project No. BHOS-0700(5)
Crooked River (Conant Basin Rd.) Bridge Sec.
Crook County

Attached data consists of PR-1 Forms, Location Prospectus, part 4 of the Project Prospectus and project maps for the subject project.

I request authorization to proceed with preliminary engineering all phases including Archeological Salvage and utility preparatory work at an estimated total cost of $18,000 with an obligation of $14,400 in Federal funds.

CL:bks
Attachments

cc: Ken Husby
General Files

Form 734-3122

1983 Fremont Jnctn.-Chemult Sec. 9650
& Odell Lk.-Makualla Rd. Sec. on The
Dalles-Calif. & Wllmtte. Hwys. (Paving)

1150

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA		
MONTHLY TRANSACTION NUMBER 9-172	US Department of Transportation **Federal Highway Administration**	State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Klamath
MODIFICATION NUMBER 1		Project Number F-29(9)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on July 27, 1983 is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 355,657	$ 344,877
Federal funds	$ 313,511	$ 304,009
Other revisions		

This modification is made for the following reasons: To release federal funds for use on other projects.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 27TH day of , 19

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XXX For: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen Files

Oregon State Highway Division
Salem, Oregon September 19, 1986

Federal-Aid Project No. F-29(9)

Odel Lake-Camp Makualla Section
Willamette Highway
Klamath County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code 1000
Roadway

Subtotal from estimate of 7-5-83	$ 316,140.00
Subtotal	$ 316,140.00
Engineering	28,737.00
Total	$ 344,877.00

Length of Roadway	9.92 mi.
Cost of Roadway Per Mile	$ 34,765.83

Federal Funds (88.15%)	$ 304,009.00
State Funds	40,868.00
Total	$ 344,877.00

Appn Code: 010
Sub. Job 030: 0%; Sub. Job 031: 24%
Contract No. C09650
Prefix: C018-1478
C018-1012

DDB:bkb

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NO. 7291

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FEDERAL-AID PROJECT AGREEMENT

State: Oregon

County: Klamath

Project No.: F-29(9)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 58, 6.5 mi. N.W. of Jct. US 97, N.W. 9.92 mi.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	5-4-83	9.92
OTHER *(Specify)*		

FUNDS PRO RATA 88.15%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 355,657.00	$ 313,511.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Larry A. Potter

Manager, Program Section
(Title)

~~By~~ For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By ______

______
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator JUL 27 1983

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon July 5, 1983

Federal Aid No. F-29(9)

Odel Lake-Camp Makualla Section
Willamette Highway
Klamath County

PROJECT AGREEMENT ESTIMATE

Type Code I000
Roadway (M.P. 67.00 to M.P. 76.92)

Mobilization	25%	All Required		$	25,000.00
Temporary Protection and Direction of Traffic	25%	All Required			3,000.00
Temporary Signs	324	Sq. Ft.	10.00		3,240.00
Flagmen	150	Hour	10.00		1,500.00
Pilot Car	50	Hour	30.00		1,500.00
Class "E" Asphalt Mixture	8,500	Ton	12.00		102,000.00
Asphalt Cement in Mix	552	Ton	180.00		99,360.00
Portland Cement or Lime Additive in Class "E" Mixture	85	Ton	80.00		6,800.00
Emulsified Asphalt in Seal Coat	250	Ton	180.00		45,000.00
Aggregate in Seal Coat	890	Ton	8.00		7,120.00
Asphalt in Tack Coat	85	Ton	180.00		15,300.00
				$	309,820.00

Anticipated Items

Permanent Pavement Striping	All Required		$	6,320.00
		Subtotal	$	316,140.00
		Engineering		39,517.00
		Total	$	355,657.00

Length of Roadway 9.92 mi.			9.92 mi.
Cost of Roadway Per Mile	$35,852.52	$	35,852.52

Federal Funds 88.15%	$	313,511.00
State Funds		42,146.00
Total	$	355,657.00

Group 3	24%
Contract No.	9650
Prefix:	18-1478
Prefix:	18-1012

1652

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA	US Department of Transportation **Federal Highway Administration**	State Oregon
MONTHLY TRANSACTION NUMBER 9-189	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Deschutes & Klamath
PROJECT REPORT NUMBER		
MODIFICATION NUMBER 1	9-23-86	Project Number F-FR-4-1(15)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on July 18, 1983.

is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,131,592.00	$ 1,002,128.00
Federal funds	$ 997,497.00	$ 883,374.00
Other revisions		

This modification is made for the following reasons:

To release federal funds for use on other projects.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 23TH day of SEP, 1986

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XXX For: Larry Rulien

State Highway Engineer
(Title)

By ____________________
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen File

Oregon State Highway Division
Salem, Oregon September 19, 1986

Federal-Aid Project No. F-FR-4-1(15)

Fremont Jct. - Chemult Section
The Dalles-California Highway
Deschutes & Klamath Counties

REVISED PROJECT AGREEMENT ESTIMATE

Type Code 1000
Roadway 2-Lane (M.P. 169.82 to 185.22)(M.P. 194.69 to 203.07)(M.P. 203.64 to 203.85)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Emulsified ASP in Seal Coat	$180.00	935	$168,300.00	0.00	$ 0.00
P.A. #5 Asphalt in Seal Coat	229.16	0	0.00	169.47	38,836.00
			$168,300.00		$38,836.00

Decrease $ 129,464.00
Subtotal from previous Estimate of July 5, 1983 1,070,066.00
Total $ 940,602.00

Type Code 1000
Roadway 4-lane

Total from previous Estimate of July 5, 1983 $ 61,526.00

Length of 2-lane Roadway ------------ 23.88 miles
Length of 4-lane Roadway ------------ 0.97 miles
24.96

Cost of 2-lane Roadway -------------- $39,208.09
Cost of 4-lane Roadway -------------- $63,428.86

SUMMARY OF FUNDS

Description	Appn Code	Pro-Rata	Total Cost	Federal Funds	State Funds
Roadway 2-lane	110	88.15	$ 363,150.00*	$320,116.00	$ 43,034.00
Roadway 2-lane	010	88.15	577,452.00	509,023.00	68,429.00
Roadway 4-lane	010	88.15	61,526.00	54,235.00	7,291.00
TOTAL			$1,002,128.00	$883,374.00	$118,754.00

*Fixed Amount

Sub-Job 010 = 0%; Sub-Job 011 = 36%; Sub-Job 020 = 0%; Sub-Job 021 = 64%
Contract No. C09650
Prefix: C018-1478
C018-1012

DDB:me

Group 1
Contract No.
Prefix:

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA
MONTHLY TRANSACTION NO.
7-209 ~ 210

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FEDERAL-AID PROJECT AGREEMENT

State: OREGON
County: Deschutes & Klamath
Project No.: F-FR-4-1 (15)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 97, Jct. SR 31, S. 34.03 mi.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	5-4-83	24.96
OTHER *(Specify)*		

FUNDS Pro Rata 88.15%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
($363,150.00 110) $ 1,131,592.00 ($768,442.00 110)	($320,116.00 110) $ 997,497.00 ($677,381.00 010)

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By
Manager, Program Section
(Title)
XX FOR: H. S. Coulter
State Highway Engineer
(Title)
By
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
By
(Division Administrator)
DALE E. WILKEN
Division Administrator
Date executed by Division Administrator JUL [illegible] 1983

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON JULY 5, 1983

FEDERAL AID PROJECT NO. F-FR-4-1(15)

FREMONT JCT.-CHEMULT SECTION
THE DALLES/CALIFORNIA HIGHWAY
DESCHUTES & KLAMATH COUNTIES

PROJECT AGREEMENT ESTIMATE

TYPE CODE I000
2-LANE ROADWAY (M.P. 169.82 to M.P. 185.22)(M.P. 194.69 to M.P. 203.07)
(M.P. 203.64 to M.P. 203.85)

Mobilization	71%	All Required		$ 71,000.00
Temporary Protection & Direction of Traffic	71%	All Required		8,520.00
Temporary Signs	920	Sq. Ft.	10.00	9,200.00
Flagmen	426	Hour	10.00	4,260.00
Pilot Car	142	Hour	30.00	4,260.00
Class "E" Asphalt Mixture	23,965	Ton	12.00	287,580.00
Asphalt In Mix	1,558	Ton	180.00	280,440.00
Portland Cement or Lime Additive In Class "E" Mixture	241	Ton	80.00	19,280.00
Emulsified Asphalt in Seal Coat	993	Ton	180.00	178,740.00
Aggregate In Seal Coat	3,545	Ton	8.00	28,360.00
Asphalt In Tack Coat	241	Ton	180.00	43,380.00
				$935,020.00

ANTICIPATED ITEMS

Permanent Pavement Striping		All Required		$ 16,150.00
			SUBTOTAL	$ $951,170.00
			Engineering	$ 118,896.00
			TOTAL	$1,070,066.00

TYPE CODE I000
4 LANE ROADWAY (M.P. 185.22 to M.P. 185.62)(M.P. 203.07 to M.P. 203.64)

Mobilization	4%	All Required		$ 4,000.00
Temporary Protection and Direction of Traffic	4%	All Required		480.00
Temporary Signs	52	Sq. Ft.	10.00	520.00
Flagmen	24	Hour	10.00	240.00
Pilot Car	8	Hour	30.00	240.00
Class "E" Asphalt Mixture	1,385	Ton	12.00	16,620.00
Asphalt Cement in Mixture	90	Ton	180.00	16,200.00
Portland Cement or Lime				

Additive in Class "E" Mixture	14 Ton	80.00	1,120.00
Emulsified Asphalt in Seal Coat	57 Ton	180.00	10,260.00
Aggregate in Seal Coat	205 Ton	8.00	1,640.00
Asphalt in Tack Coat	14 Ton	180.00	2,520.00
			$ 53,840.00

ANTICIPATED ITEMS

Permanent Pavement Striping	All Required		$ 850.00
		SUBTOTAL	$ 54,690.00
		Engineering	6,836.00
		TOTAL	$ 61,526.00

Length of 2-Lane Roadway ----------------	23.99
Length of 4-Lane Roadway ----------------	0.97
TOTAL	24.96 mi.

Cost of 2-Lane Roadway Per Mile ---------	$44,604.66
Cost of 4-Lane Roadway Per Mile ---------	$63,428.86

SUMMARY OF FUNDS (88.15%)

DESCRIPTION	GP	CODE	TOTAL COST	FEDERAL FUNDS	STATE FUNDS
Roadway (2 Lane)	1	110	$ 363,150.00	$320,116.00	$ 43,034.00
Roadway (2 Lane)	2	010	706,916.00	623,146.00	83,770.00
Roadway (4 Lane)	2	010	61,526.00	54,235.00	7,291.00
			$1,131,592.00	$997,497.00	$134,095.00

Group 1 27%; Group 2 49%
Contract No. 9650
Prefix: 18-1478
Prefix: 18-1012

jc cc: OSHD (lien) **STATE COPY**

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 2	COUNTY Deschutes and Klamath	DIVISION Oregon
DATE OF REPORT February 7, 1986	REPORT MADE BY D. B. Carter, Area Engineer		PROJECT NO. F-29(9) & F-FR-4-1(15)
COMPLETION DATE (Actual) August 31, 1983	ACCEPTANCE DATE BY CONRTACT AGENCY August 26, 1985	TIME ELAPSED N/A %	CONTRACT TIME Specified completion date August 31, 1985

LOCATION
U. S. 97 between M.P. 169.82 and M.P. 203.85 (no work area M.P. 185.62 to M.P. 194.69) and Oregon Route 58 between M.P. 67.00 and M.P. 76.92

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

FREMONT JUNCTION - CHEMULT SECTION & ODELL LAKE - CAMP MAKUALLA ROAD SECTION THE DALLES - CALIFORNIA & WILLAMETTE HIGHWAYS

Paving

NOTED
W. E. SCHWARTZ

This project provided for the overlay of the existing road surface with a Class "E" mix along with a seal coat.

The project was completed on the specified completion date.

The final amount of the original contract bid items was $1,032,215.44 or a 25.8 percent underrun of the contract bid amount of $1,298,680.00. The cost of the project including all changes and construction engineering was $1,344,178.18.

All participating work has been completed.

All striping has been completed.

- DBC -

RECEIVED
STAT HWY ENGR
FEB 18 '86
REFER TO
Fredrickson
FOR
Info | Inves | R/D | | | | File

cg
2/20

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE B. Carter Area Engr.		SIGNATURE HOSSNER	
TITLE Area Engineer	DATE FEB 7 1986	TITLE Field Operations Engineer	DATE FEB 14

October 24, 1985

Safeco Insurance Company
4101 S.W. Kruse Way
Lake Oswego, OR 97034

CON 5
#9650

On September 9, 1985, we wrote to you concerning release of final payment on Contract No. 9650 awarded to R. L. Coats for paving on Fremont Junction-Chemult and Odell Lake-Makualla Road Sections of The Dalles-California and Willamette Highways in Deschutes and Klamath Counties.

Final payment on this contract is $1,014.40 and the total contract amount is $1,205,223.59. No work was performed under force account.

Robert W. Gormsen
COMMISSION SERVICES

cc: R. L. Coats
63285 Skyline Ranch Road
Bend, OR 97709

bc: C. O. Fredrickson
Walt Hart
Dale Allen

FKN:arc

NOTED ON CARD
10-24-85 ac

FORM 734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: FREMONT JCT. - CHEMULT ODELL LAKE - CAMP MAKUALLA

WEEK ENDING: December 17, 1983

SECTION PREFIX: 18-1012

HIGHWAY: WILLAMETTE & THE DALLES - CALIFORNIA

COUNTY: DESCHUTES /KLAMATH

NAME OF JOB: FREMONT JCT - CHEMULT & ODELL LAKE - CAMP MAKUALLA RD.

KIND OF WORK: PAVING

CONTRACTOR: R. L. COATS

CONTRACT NUMBER: 9650

FEDERAL AID PROJECT NUMBER: F-FR-4-1(15) F-29(9)

DATE OF CONTRACT: June 3, 1983

DATE WORK STARTED: June 30, 1983

ESTIMATED COMPLETION DATE: Project Completed

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: SUPERVISION:

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS:

CALENDAR DAYS USED:

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 100

PROJECT AUTHORIZATION: $ 1,487,250.00

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

EXCLUSIVE OF ENGINEERING: $ 1,381,490.00

ENGINEERING AUTHORIZATION: $ 105,760.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 1,227,488.00

ENGINEERING COST TO DATE: $ 79,044.00

DATE PROJECT WAS COMPLETED: August 31, 1983

ESTIMATED PERCENT: XXXXXXX UNDERRUN . . . . . . 11.2 %

PERCENT OF AUTHORIZATION . . . . . . 75 %

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	NAT'L. PROD.		
					100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					34.88
MILES PARTIALLY COMPLETED					34.88
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					33,850 Ton
TOTAL QUANTITIES CORRECTED TO DATE					34,123 Ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					34,123 Ton
AVERAGE DAILY QUANTITIES					0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					0
NUMBER OF SHIFTS PER DAY					0
HOURS PER SHIFT					0

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				Project Completed
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

RECEIVED
DEC 21 1983
CONSTRUCTION SECTION
SCS
SEO
TC
FE
CP

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	No activity, project complete.
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

to complete: Repair of Non-spec Ac joints.

Submitted Semi-final estimate (without PA #7) to Region Office Dec. 12, 1983.

SIGNED For W. W. Robertson LOCATION Bend

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES nig 9600

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-FR-4-1(15)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Deschutes, Klamath

3. FROM
Dale E. Wilken, Division Administrator
FHWA Oregon Division
Salem, Oregon

11 9 83

4. PROGRAM NO.

5. ITEM NO. 30089 & 30092

6. TO
Mr. H. S. Coulter, State Highway Engineer
State Highway Division, ODOT
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 8-30-83	8. FEDERAL ROUTE NUMBER Primary 4 and 29	9. STATE ROUTE NUMBER Primary 4 and 18

10. GENERAL LOCATION:
FREMONT JUNCTION - CHEMULT & ODELL LAKE - CAMP MAKUALLA ROAD

11. GENERAL DESCRIPTION OF WORK
Furnish sanding material and sweeper

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON ~~AN AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of August 30, 1983 as requested in Mr. Keasey's letter of October 26, 1983 as being cost-effective for the use of State forces to proceed with the above work. State Force Order No. 2 is approved for a TEC of $3,160; Federal Funds $2,785.

RECEIVED
STATE HWY ENGR
NOV 16 '83
REFER TO Potter
FOR
Info | Inves | R/D | D/R | Sign | ct | File

Orig. to
11/17

14. DATE 11-9-83

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hassner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

rll

cc: OSHD (Coulter)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

INITIAL REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	1	Deschutes & Klamath	Oregon

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
See Below	Original Signed By D. S. [illegible] David B. Carter, Area Engineer	F-29(9) & F-FR-4-1(15)

IN COMPANY WITH

See Below

LOCATION

U.S. 97 between M.P. 169.82 and M.P. 203.85 (no work area M.P. 185.62 to 194.69) and Oregon Route 58 between M.P. 67.00 and 76.92.

CONTRACTOR NAME AND ADDRESS

R. L. Coats, 63285 Skyline Ranch Road, Bend, Oregon 97709

AWARD DATE	CONTRACT AMOUNT	TIME ALLOWED	TIME STARTED	WORK STARTED
6/3/83	$1,298,680	specified completion date 8/31/83	----	6/30/83

QUALITY OF WORK	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Satisfactory	100%	100% (See Below)

RECEIVED
STATE HWY ENGR
DEC 21 '83
REFER TO Kasey
FOR
Info | Invest | R/W | D.R. | Plan | Act | File

NOTED

REMARKS

FREMONT JUNCTION CHEMULT SECTION & ODELL LAKE - CAMP MAKUALLA ROAD SECTION THE DALLES-CALIFORNIA & WILLAMETTE HIGHWAYS Grading

This project provided for the overlay of the existing road surface with a class "E" mix along with a seal coat.

The project is now complete except for some corrective work at several joints. This work will be done as weather permits in the spring of 1984. The project was considered to be substantially complete as of August 31, 1983.

Project inspections were made on this project on July 26, 1983 and August 30, 1983. The results of those inspections are noted below:

July 26, 1983
In company with W. W. Robertson, Project Manager; OSHD.
Work Completed
Paving 29%
Work in Progress
The contractor was paving in the vicinity of M.P. 178.5. Production of the paving aggregates was in progress (2 shifts) at the gravel source west of M.P. 180.

Comments
A tack coat of 0.15 gallon of CRS-2 per square yard was being used with paving following right behind the tack coat. Some of the tack coat was being tracked up on the adjacent previously placed panel; however, the open graded feature of the mix allowed the tracked material to be absorbed into the pavement. No detrimental effects have been observed as a result of the tracked material.

Price Agreement No. 4 has been initiated to modify the seal coat construction on the project to reflect the above operation (see D. Allen's memorandum of July 28, 1983 and my subsequent memorandum of October 14, 1983).

Price Agreement No. 5 has been initiated to dilute the CSS-1 for the fog seal with water prior to application (see the same memorandums as noted above).

The asphalt content of class "E" mixture was 7.17 percent. The design asphalt content was 7.5 percent. An approved mix design was on file.

The scale used to weigh the mixture was checked by a certified scale company on July 15, 1983.

Diesel was not being used to clean truck beds.

August 30, 1983
In company with W. W. Robertson, Project Manager; OSHD and Glenn Hossner, Field Operations Engineer; FHWA.

Work Completed

Paving	100%
Fog Seal	75%

Work in Progress
The contractor was placing the fog seal coat just north of the Community of Chemult.

Comments
The aggregate for the fog seal coat, although within contract specifications, produced extremely dusty conditions resulting in difficult driving conditions. A decision was made to try cinders as the blotter material. The cinders were furnished from a State stockpile. State Force Order No. 2 provides payment for this work. The use of cinders made only a slight improvement to the dust condition. On future projects it is recommended that a very clean blotter be used or that provisions are made to keep the blotters continuously damp.

HIGHWAY DIVISION - DEPARTMENT OF TRANSPORTATION LOC 3

FILES May 26, 1983

H. S. Coulter
State Highway Engineer

Footpaths and Bicycle Trails
May 26, 1983 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened May 26, 1983 on the following projects:

1. Richland Rock Production
   Baker-Copperfield Highway, Baker County
   Aggregate Crushing

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

2. South Baker Intchge-Durkee
   Old Oregon Trail Highway, Baker County
   Paving

   Overlay project.

   Same as No. 1.

3. Oregon City-New Era (MP 13.18-13.38 & MP 17.35-17.75)
   Pacific Highway East, Clackamas County
   Rock Slope Protection and Overlay Project

   Same as No. 1.

4. Zigzag River-Warm Springs Intchge and
   Warm Springs Intchge-Salmon River Curves
   Mt. Hood and Warm Springs Highways, Clackamas County
   Paving

   Overlay project. Existing shoulder bike route will be restriped and extended from its present termini at Ski Bowl Frontage Road to the Timberline Highway.

5. Fern Hill Slide (MP 89.0)
   Columbia River Highway, Clatsop County
   Grading and Paving

Realignment in a slide area. Two 12-foot lanes with 4-foot shoulders available for bicycle and pedestrian traffic. An additional 4 feet to be added to each shoulder at a later date.

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c) which states, "footpaths and trails are not required to be established ...where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

6. Crooked River Bridge
Conant Basin Road, Crook County
Structure Repair

Seventeen-foot roadway on structure and 20-foot aggregate roadway on the approaches.

Footpath and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b) which states, "footpaths and trails are not required to be established ...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

7. Fremont Junction-Chemult and
Odell Lake-Makualla Road
The Dalles-California and Willamette Highways
Deschutes and Klamath Counties
Paving

Overlay. The existing bikeway on The Dalles-California Highway will be restriped. The striping will be extended to the end of the project. The section on the Willamette Highway has 4-foot shoulders which are available for bicycle and pedestrian use.

8. Linn County Line-Suttle Lake
Santiam Highway, Jefferson County
Grading

Fall-out bench construction.

Same as No. 1.

9. Lenz Road-Forge Road
The Dalles-California Highway, Klamath County
Grading and Paving

Twelve-foot lanes with slow-moving vehicle lanes as required. The first ten miles of the project has 8-foot shoulders and the remaining ten miles has 4-foot shoulders. The project will be striped with shoulder bike lanes.

10. Arterial Street Overlay Project No. 4
Various Portland City Streets, Multnomah County
Paving

Overlay Project.

Same as No. 1.

11. MP 0.48-MP 2.25
Scott Canyon Road, Sherman County
Guardrail Installation

Same as No. 1.

12. Buford Ridge Road-Forest Boundary
Enterprise-Lewiston Highway, Wallowa County
Paving

Overlay and widening. Twenty-Six to Twenty-eight-foot roadway.

Same as No. 5.

13. Antelope Rock Production
Shaniko-Fossil Highway, Wasco County
Aggregate Crushing

Same as No. 1.

14. Gales Creek-Sunset Highway
Wilson River Highway, Washington County
Paving

Overlay and Guardrail. Twelve-foot lanes with 4- or 6-foot shoulders and climbing lanes as required.

Same as No. 5.

15. Spray Slide Correction
John Day Highway, Wheeler County
Grading

Slide correction. Minor road work to be done by others.

Same as No. 1.

16. East McMinnville Intchge
Salmon River Highway, Yamhill County
Grading and Paving

Interchange ramp realignment.

Same as No. 5.

RPS:ge

cc E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell
D. A. Ridings

4

STATE OF OREGON
HIGHWAY DIVISION - LOCATION UNIT

INTEROFFICE MEMO
LOC 3

TO: FILES

DATE: May 25, 1983

FROM: John Grassman
Bicycle Program Coordinator

SUBJECT: Fremont Junction-Chemult Section
The Dalles-California Highway
Deschutes and Klamath Counties

The subject section, including the "no work" area, should be signed and striped with shoulder bike lanes as a part of the project. The designation of bike lanes is supported by:

(1) There are existing bike lanes between MP 169.8 and 185.6 within the section.

(2) Four-foot or greater width shoulders occur from MP 185.6 to 203.8.

(3) There is a need for continuity of bikeways.

(4) The Dalles-California Highway is identified in the Draft Bicycle Master Plan as a significant route.

(5) There is not likely to be any reconstruction within foreseeable future.

JG:ge

cc J. H. Versteeg MC
L. E. George

1 Versteeg ✓
Anderson
Copy Adams
Macnab
Stoudenmeyer
Terpin
Front
Wakerlig

RECEIVED
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up
Action

81-123-1367

Contains Recycled Materials

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-FR-4-1(15) & F-29(9)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Deschutes & Klamath

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 30089 & 30092

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 5/4/83

8. FEDERAL ROUTE NUMBER Primary 4 & 29

9. STATE ROUTE NUMBER Primary 4 & 18

10. GENERAL LOCATION:
Fremont Junction - Chemult Section and Odell Lake - Camp Makualla Road Section

11. GENERAL DESCRIPTION OF WORK
Pavement Overlay

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)*
Permanent Pavement Striping S.F. $23,320

13. REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Potter's 5/2/83 request and certifying statements are accepted.

PS&E documents for the subject project have been reivewed and are approved at a total estimated cost of $1,345,810 Federal Funds $1,186,334.

A signed copy of the Title Sheet is returned herewith.

RECEIVED
STATE HWY ENGR
MAY 16 '83
REFER TO
Potter
FOR
Info | Inter | R/D | D.R. | Sign | Act | File

14. DATE 5/4/83

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-70) PREVIOUS EDITIONS MAY BE USED

1983 Linn Co. Line-Suttle Lake 9651
Sec. of the Santiam Hwy. W. of Suttle
Lk. (Grad., pav., sl., stab.)

9651

TO BE COMPLETED BY FHWA	
MONTHLY TRANSACTION NUMBER	7-122
PROJECT REPORT NUMBER	
MODIFICATION NUMBER	3

U.S. Department of Transportation
Federal Highway Administration

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

Form Approved; O M B No. 04-R2089

State: Oregon
County: Jefferson
Project Number: F-21-3(7)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on July 27, 1983, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 696,975.00	$ 706,135.00
Federal funds	$ 614,383.00	$ 622,457.00
Other revisions		

This modification is made for the following reasons: To include increase in construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the day of , 19 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

ByXX For: Donald E. Forbes, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon July 13, 1988

Federal-Aid Project No. F-21-3(7)

Linn County Line-Suttle Lake Section
Santiam Highway
Jefferson County

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE I000
Roadway

Subtotal from previous estimate of September 22, 1986	$ 557,659.78
Subtotal	557,659.78
Engineering	70,747.22
Total	$ 628,407.00

Retain in ~~Program~~ Reserve

Cleaning Rock Surfaces	All Required	$ 10,000.00
Slide Correction	All Required	30,000.00
Payment to U.S. Forest Service for Merchantable Timber	All Required	28,483.00
	Subtotal	$ 68,483.00
	Engineering	9,245.00
	Total	$ 77,728.00

Length of Project ------------- 2.40 miles
Cost of Roadway Per Mile ------ $294,222.92

SUMMARY OF FUNDS (88.15%)

Description	Appn Code	Total Cost	Federal Funds	State Fund
Roadway	010	$ 628,407.00	$ 553,940.00	$ 74,467.00
Reserve	010	77,728.00	68,517.00	9,211.00
Total		$ 706,135.00	$ 622,457.00	$ 83,678.00

Subjob 010 = 0%; Subjob 011 = 100%
Contract No. 09651
Prefix: C016-1969
Prefix: C016-1054

DCN:jc

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA	US Department of Transportation **Federal Highway Administration**	State Oregon
MONTHLY TRANSACTION NUMBER 9-177	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Jefferson
PROJECT REPORT NUMBER		
MODIFICATION NUMBER 2		Project Number F-21-3(7)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on July 27, 1983 is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 790,000.00	$ 696,975.00
Federal funds	$ 696,384.00	$ 614,383.00
Other revisions		

This modification is made for the following reasons:

To release federal funds for use on other projects.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 23TH day of , 19

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XX For: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen Files

Oregon State Highway Division
Salem, Oregon September 22, 1986

Federal-Aid Project No. F-21-3(7)

Linn County Line - Suttle Lake
Santiam Highway
Jefferson County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code 1000
Roadway

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Mortar Sand	$ 15.00	270	$ 4,050.00	0	$ 0.00
Cement in Pneumatic Mortar	13.84	2,430	33,631.00	0	0.00
Welded Wire Fabric	1.35	15,750	21,262.00	0	0.00
Anchor Bars No. 6	30.00	200	6,000.00	0	0.00
Rock Bolts	60.00	60	3,600.00	0	0.00
Roadside Seeding & Mulching	700.00	6	4,200.00	0	0.00
			$72,743.00		$ 0.00

Decrease	$ 72,743.00
Subtotal from previous Estimate of September 12, 1984	630,402.78
Subtotal	$557,659.78
Engineering	61,587.22
Total	$619,247.00

RETAIN IN PROGRAM

Cleaning Rock Surfaces	All Required	$ 10,000.00
Slide Correction	All Required	30,000.00
Payment to U.S. Forest Service for Merchantable Timber	All Required	28,483.00
	Subtotal	$ 68,483.00
	Engineering	9,245.00
	Total	$ 77,728.00

Length of Project ------------------- 2.40 miles
Cost of Roadway Per Mile ------------ $290,406.25

SUMMARY OF FUNDS

Description	Appn Code	Pro-Rata	Total Cost	Federal Funds	State Funds
Roadway	010	88.15%	$619,247.00	$545,866.00	$73,381.00
Reserve	010	88.15%	77,728.00	68,517.00	9,211.00
TOTAL			$696,975.00	$614,383.00	$82,592.00

Sub-Job 010 = 0%; Sub-Job 011 = 100%
Contract No. C09651
Prefix: C016-1969
Prefix: C016-1054

DDB:me

9651

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 10 - 58	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	State Oregon
PROJECT REPORT NUMBER		County Jefferson
MODIFICATION NUMBER 1	9-17-84	Project Number F-21-3(7)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on July 27, 1983, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 544,874.00	$ 790,000.00
Federal funds	$ 480,306.00	$ 696,384.00
Other revisions		

This modification is made for the following reasons:

To include increased construction and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 17th day of September, 1984.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Larry A. Potter

Manager, Program Section
(Title)

~~By~~ For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______________________
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON SEPTEMBER 12, 1984

FEDERAL AID PROJECT NO. F-21-3(7)

Linn County Line-Suttle Lake
Santiam Highway
Jefferson County

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE I000
Roadway (M.P. 82.70 to M.P. 85.1~~8~~4)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Flagmen	$9.00	2,100	$ 18,900.00	7,660	$ 68,940.00
General Excavation	4.80	32,700	156,960.00	55,000	264,000.00
Class C Asphalt Concrete	31.00	550	17,050.00	1,320	40,920.00
1/2-inch Cable (PA #4)	3.03	--	--	916.6	2,777.30
Chain Link Mesh Mat (PA #4)	2.20	--	--	9,055.3	19,921.66
Remobilization (PA #7)	15,170.82	--	--	All Required	15,170.82
SUBTOTALS			$192,910.00		$411,729.78

Increase	$ 218,819.78
Subtotal from Estimate of July 1, 1983	411,583.00
Subtotal	$ 630,402.78
Engineering	81,869.2
Total	$ 712,272.0

RETAINED IN PROGRAM STATUS

Cleaning Rock Surfaces	All Required	$ 10,000.00
Slide Correction		30,000.00
Payment to U.S. Forest Service for Merchantable Timber	All Required	28,483.00
	Subtotal	$ 68,483.00
	Engineering	9,245.00
	Total	$ 77,728.00

Length of Project ------------------- 2.4 miles
Cost of Roadway Per Mile ------------ $300,492.50

SUMMARY OF FUNDS (88.15%)

DESCRIPTION	TOTAL COST	FEDERAL FUNDS	STATE FUNDS
Roadway	$712,272.00	$627,867.00	$84,405.00
Reserve	77,728.00	68,517.00	9,211.00
TOTAL	$790,000.00	$696,384.00	$93,616.00

Group 1: 100%
Contract No. 9651
Prefix: 16-1969
Prefix: 16-1054

WH:me

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA
MONTHLY TRANSACTION NO.
7-290

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FEDERAL-AID PROJECT AGREEMENT

State: OREGON
County: Jefferson
Project No.: F-21-3(7)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI
Linn County Line - Suttle Lake Section

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	5-4-83	2.44

OTHER *(Specify)*

FUNDS Pro Rata 88.15%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 544,874.00	$ 480,306.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By Larry A. Potter
Manager, Program Section
(Title)
FOR: H. S. Coulter
State Highway Engineer
(Title)
By ____________
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ____________
(Division Administrator)
[illegible] E. WILKEN
for Division Administrator
Date executed by Division Administrator [illegible]

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON JULY 1, 1983

FEDERAL AID PROJECT NO. F-21-3(7)

LINN COUNTY LINE-SUTTLE LAKE SECTION
SANTIAM HIGHWAY
JEFFERSON COUNTY

PROJECT AGREEMENT ESTIMATE

TYPE CODE I000
ROADWAY (M.P. 82.70 to M.P. 85.14)

Mobilization		All Required		$ 20,619.80
Temporary Protection and Direction of Traffic		All Required		2,000.00
Temporary Signs	540	Sq. Ft.	10.00	5,400.00
Temporary Barricades	4	Each	140.00	560.00
Temporary Concrete Barriers, Reflectorized	1,000	Lin. Ft.	15.00	15,000.00
Flagmen	2,100	Hour	9.00	18,900.00
Clearing and Grubbing		All Required		15,000.00
Removal of Structures and Obstructions		All Required		900.00
Ditch Excavation	1,151	Cu. Yd.	8.50	9,783.50
General Excavation	32,700	Cu. Yd.	4.80	156,960.00
Rock Ditch Lining	1,900	Sq. Yd.	13.74	26,106.00
Trench Excavation	32	Cu. Yd.	25.00	800.00
Finishing Roadbed and Slopes		All Required		9,840.00
Watering	50	M-Gal.	20.00	1,000.00
Aggregate Base	850	Ton	11.50	9,775.00
Class "C" Asphalt Concrete	550	Ton	31.00	17,050.00
18-inch Culvert Pipe	169	Lin. Ft.	25.00	4,225.00
24-inch Culvert Pipe	30	Lin. Ft.	30.00	900.00
Concrete Inlets, Type ME Modified	1	Each	1,000.00	1,000.00
Special Inlets	4	Each	600.00	2,400.00
Guard Rail, Type 2A	1,000	Lin. Ft.	10.50	10,500.00
Guard Rail Anchors, Type 1	2	Each	300.00	600.00
Rail End Pieces, Type C	2	Each	80.00	160.00
Extra for 8-Foot Posts	85	Each	8.00	680.00
Extra for Asphalt Approaches	5	Each	200.00	1,000.00
Delineators, Type 1	120	Each	19.00	2,280.00
Grouted Rock Ditches	100	Sq. Yd.	30.00	3,000.00
Mortar Sand	270	Cu. Yd.	15.00	4,050.00
Cement In Pneumatic Mortar	2,430	Sack	13.84	33,631.20
Welded Wire Fabric	15,750	Sq. Ft.	1.35	21,262.50
Anchor Bars, No. 6	200	Each	30.00	6,000.00
Rock Bolts	60	Each	60.00	3,600.00
2-inch PVC Water Line	100	Lin. Ft.	8.00	800.00
Roadside Seeding and Mulching	6	Acre	700.00	4,200.00
				$409,983.00

ANTICIPATED ITEMS

Permanent Pavement Striping	All Required		$ 1,600.00
			$ 1,600.00
		SUBTOTAL	$411,583.00
		Engineering	55,563.00
		TOTAL	$467,146.00

RETAINED IN PROGRAM STATUS

Cleaning Rock Surfaces	All Required		$ 10,000.00
Slide Correction			30,000.00
Payment to U.S. Forest Service for Merchantable Timber	All Requied		28,483.00
		SUBTOTAL	$ 68,483.00
		Engineering	9,245.00
		TOTAL	$ 77,728.00

Length of Project ----- ------- 2.4 miles
Cost of Roadway Per Mile ------ $191,453.28

SUMMARY OF FUNDS (88.15%)

DESCRIPTION	TOTAL COST	FEDERAL FUNDS	STATE FUNDS
Roadway	$467,146	$411,789	$55,357
Reserve	77,728	68,517	9,211
TOTAL	$544,874	$480,306	$64,568

Group 1: 100%
Contract No. 9651
Prefix: 16-1969
Prefix: 16-1054

NONPARTICIPATING - STATE RESPONSIBILITY

State Responsibility for Damages	All Required	$ 1,000.00

jc   cc: OS‴ (L. W. Rulien)

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 3	COUNTY Jefferson	DIVISION Oregon
DATE OF REPORT 9-12-86	REPORT MADE BY W. H. Kappus, Area Engineer		PROJECT NO. F-21-3(7)
COMPLETION DATE (Actual) 11-2-84	ACCEPTANCE DATE BY CONRTACT AGENCY 7-26-85	TIME ELAPSED 214 %	CONTRACT TIME 150 + 171 = 321

LOCATION

SEE BELOW

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

LINN COUNTY LINE - SUTTLE LAKE
SANTIAM HIGHWAY
Grading, Drainage and Paving

This project provided for the alleviation of a rockfall problem by excavating a fallout area. The excavated material was used to widen roadway embankment areas in preparation for a future climbing lane.

The contract work was awarded to Mid-Oregon Ready Mix on June 3, 1983. Work started June 23, 1983 and was completed in the fall of 1984 overruning the original contract time by 171 days. The composition of the rock cut was more irregular than anticipated, resulting in blasting difficulties, road closures, the elimination of a planned bench, a 78% increase in excavation quantity and the addition of a chain link slope protection mat. A 171 day time extension has been granted. Project costs overran approximately 38%. A listing of overrun items is attached to this report.

A final inspection of the completed project was made June 23, 1985.

All physical construction and materials incorporated into this project are considered to be in substantial conformance with the plans and specifications. The contracted work has been satisfactorily completed and acceptance is recommended.

- WHK -

RECEIVED
STATE HWY ENGR
SEP 18 '86
REFER TO
Fredrickson
FOR

cy 9/19

NOTED
V. E. SCHWARTZ

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE William H. Kappus		SIGNATURE G. K. Hossner	
TITLE Area Engineer	DATE 9/16/86	TITLE District Engineer A	DATE 9/18/86

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310
ROAD DESIGN SECTION

RECEIVED
STAT HWY ENGR
APR 25 '86
REFER TO
In Reply Refer to File No. DES 16

April 24, 1986

Michael J. Gallagher, CPJ, CHA
Vice President & General Manager
Black Butte Ranch Corporation
P. O. Box 8000
Black Butte, OR 97759

NOTED
W. E. SCHWARTZ

Since my letter to you of February 19, 1986 we have completed the contract plans and specifications for the Linn County Line-Suttle Lake Section on the Santiam Highway. We have held meetings with the U.S. Forest Service and have worked out details of the project to their satisfaction. A Notice to Contractors was just released announcing that plans and specifications were available to prospective bidders, and that bids would be opened on Thursday, May 22, 1986. For your information I am attaching a copy of the plans and specifications for this project.

Two summer seasons will be required for construction of the project with the entire project to be completed no later than September 30, 1987. The project will be constructed in two units.

The first unit will be at the west end between Stations 358+00 and 566+50. The work on this unit entails widening to provide a climbing lane. Except for brief periods we should be able to maintain one lane of traffic in each direction during this portion of the construction. This work is to be completed except for the top wearing course of paving no later than October 15, 1986.

The second unit on this project is the easterly portion which runs from Station 207+00 to 358+00. The work on this unit consists of shoulder widening and an asphalt pavement overlay. This work is to be completed no later than September 30, 1987. While there will be some lane closures and delay on this easterly unit, there should be some relief afforded in that the westerly unit will have already been completed and a climbing lane will be available. Therefore, traffic should be able to pass and disperse rapidly once it gets through the construction area.

For further information and updating on the project as it progresses, I refer you to page 3 of the Special Provisions where it lists two contact persons: Ken Stoneman, who will be the project manager, and W. G. Anhorn, the Region Engineer. Ken Stoneman would be your logical contact to keep you advised as to progress and conditions on the project during construction.

Duane O. Christensen

Duane O. Christensen, P.E.
Road Design Engineer

DOC:bn

Enclosures

cc: Larry Rulien
E. S. Hunter
W. G. Anhorn
Ken Stoneman

STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO
DES 16

TO: MEMO TO THE FILE JRM

DATE: March 20, 1986

Norman L. Henry

FROM: Norman L. Henry
Design Supervisor

SUBJECT: Linn County Line-Suttle Lake
Santiam Highway

A meeting was held on March 19, 1986. The staging was reviewed and the following items were discussed:

Two-way traffic periods were discussed and Duane Christensen recommends that Ken Husby and Dale Allen discuss this idea.

Two-way traffic is to be maintained on weekends, holidays, deer season and elk season.

The 3-lane area is to be open for traffic prior to allowing 1-lane closure on the remainder of the project. Traffic will be allowed to use stage surfacing.

The contractor will crush the A.C. aggregate from the Hogg Rock Quarry. The remaining aggregate will be crushed from excavation areas if available.

A prospective disposal site for crushable material will be Hogg Rock Quarry.

The Diamond Disposal Site (Black Butte) will be a prospective site.

The following personnel attended:

cy sent
3-20-86

cc Duane Christensen
Rick Kuehn
Ken Stoneman
Glenn Hescock
Norm Henry
Ken Coder

NH:ja

cy - W. H. Kappus - FHWA
3-20-86

STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO
DES 16

TO: MEMO TO THE FILE

DATE: March 20, 1986

Norman L. Henry

FROM: Norman L. Henry
Design Supervisor

SUBJECT: Linn County Line-Suttle Lake
Santiam Highway

A meeting was held on March 19, 1986. The plans were reviewed and the following items were discussed:

Final Design will revise the Corbett Snopark layout. We were informed that lumber trucks will be hauling through this area until the end of June.

The Diamond Disposal Site (Black Butte) access road is available for use by Forestry Road Use permit to the State or to a contractor.

Final Design will furnish the Region a tree cut line that they will stake. The timber will be sold to the contractor.

Final Design will investigate extending the project to include the Lake Creek Structure.

Region will investigate the location of a power line, approximate Station 213. Also, location for a conduit at Station 214.

A fence will be added for the settling pond.

The domestic water line was discussed; no problems surfaced.

Linda Gross informed us that at the Corbett Road connection they recommended we fill the inside radius.

The landscaping was discussed and Linda Gross has contacted our Landscape Unit.

The following personnel attended:

cy sent
all attendees
+ W. Kappus-FHWA
3-20-86 ja

Duane Christensen, Road Design, ODOT
Rick Kuehn, Final Design, ODOT
Ken Coder, Final Design, ODOT
Norm Henry, Final Design, ODOT
Glenn Hescock, Project Manager's office, ODOT
Ken Stoneman, Project Manager, ODOT
Al McPherson, Resource Assistant, Sisters Ranger District
Linda Gross, Lands Forester, Sisters Ranger District
Leonard Farr, District Ranger, Sisters Ranger District
Bill Martin, Forest Engineer, Deschutes National Forest

JRM

NH:ja

William Martin, Forest Engineer
Deschutes National Forest
1645 Hwy. 20 E.
Bend, Oregon 97701

Leonard Favr, District Ranger
Deschutes National Forest
Sisters, Oregon 97759

Sisters Ranger District

October 25, 1985

Heritage Insurance Co. of America
c/o Surety Insurance Services, Inc.
P.O. Box 21308
Seattle, WA 98111

CON 5
#9651

On October 18, 1985, we wrote to you concerning release of final payment on Contract No. 9651 awarded to Mid-Oregon Ready Mix for work on Linn County Line-Suttle Lake Section of the Santiam Highway in Jefferson County.

Final payment on this contract is $8,256.65 and the total contract amount is $612,686.38 including $2,989.75 for work performed under force account.

Robert W. Gormsen
COMMISSION SERVICES

cc: Mid-Oregon Ready Mix
P.O. Box 519
Redmond, OR 97756

bc: C. O. Fredrickson
Walt Hart
Dale Allen

FKN:arc

NOTED ON CARD
10-25-85

July 15, 1985

R. L. Brown Contractors, Inc.
1929 NE Walnut Drive
Redmond, OR 97756

CON 5
#9651

Thank you for your letter of June 10, 1985, stating that you wish to release the lien previously filed against Mid-Oregon Ready Mix.

You state this is in reference to the Mid-Oregon Ready Mix Contract No. 9651 for work on the Linn County Line-Suttle Lake Section of the Santiam Highway in Jefferson County.

This information will be noted in our records and we will advise the surety and the contractor.

Robert W. Gormsen
COMMISSION SERVICES

cc: Mid-Oregon Ready Mix
PO Box 519
Redmond, OR 97756

Heritage Ins. Co. of America
c/o Surety Bond Specialists
7140 SW Fir Loop
Portland, OR 97223

bc: Secretary of State: Filed 3-25-85; CL 1985-0058 and Filed 11-27-84; CL 84-249

bbc: Bryant Jackmond

FKN:kjm

NOTED ON CARD
7-15-85 kjm

R. L. Brown Contractors, Inc.
1929 N.E. Walnut Drive
Redmond, Oregon 97756
(503) 548-5216

June 10, 1985

Mr. Robert Gormsen
Commission Services Office
Transportation Building
Salem, Oregon 97310

Re: State Contract #9651
Federal Aid Project #F-21-3(7)
Linn Co. Line - Suttle Lake Sec.
Santiam Highway

Dear Mr. Gormsen:

At this time we would like to release the lien previously filed against Mid-Oregon Ready Mix on the above referenced project. We have agreed to accept a portion of what was due us from their surety company in order to settle this matter.

I would like to thank you for your help throughout this unfortunate experience.

Sincerely,

Robert L Brown

Robert L. Brown
President

RLB/db

RECEIVED
JUN 11 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

April 25, 1985

CON 5

Mid-Oregon Ready Mix
P.O. Box 519
Redmond, Oregon 97756

Time Extension Request
Linn County Line-Suttle Lake
Contract No. 9651
FAP No. F-21-3(7)

Your request for additional contract time in which to complete the above project has been carefully reviewed. A contract time adjustment of an additional 171 calendar days is granted due to the performance of extra and additional work.

The adjusted contract time of completion for this project is 321 calendar days. This will eliminate all liquidated damages under this contract

W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

OBJ:mk sl

bc H. S. Coulter
C. O. Fredrickson
W. G. Anhorn w/att.
Jerry Thackery w/att.
FHWA w/att.
Bruce Walton

STATE OF OREGON **INTEROFFICE MEMO**

TO: O. B. Jackmond
CONTRACT ADMINISTRATION ENGINEER

DATE: April 5, 1985
16-1054

FROM: Kenneth E. Husby
REGION II CONSTRUCTION ENGINEER

SUBJECT: Contractor's Request for Adjustment of Contract Time
Linn County Line - Suttle Lake Section
Contract Number 9651

Attached is a time extension request from Mid-Oregon Ready Mix. This contractor requests an adjustment of contract time from 150 calendar days to 327 calendar days, because the State increased the scope of the work substantially.

Our Project Manager's (W. W. Robertson) analysis of the contract changes is explained in his letter of March 11, 1985 (see attachment 'C'), where he essentially concurs with the contractor. Robertson recommends a 171 calendar day extension, for a total contract time of 321 calendar days, which is the actual time used to complete the project.

My analysis of the project concentrated on the no activity periods and the contract changes by price agreement. Attachment 'A' shows the days of and causes of no job site activity. Attachment 'B' shows five major price agreements (there were 13 total), which substantially increased the scope and difficulty of the work, as well as extending the contract through another calendar year and construction season. These changes caused the contractor to have equipment problems and problems in scheduling his subcontractors.

Although I find 8 days of no activity which cannot be explained with the information we have available, I agree with W. W. Robertson and I recommend the Highway Division increase the time allowed to 321 calendar days. Surely such major and frequent changes to the original contract are "bona fide causes beyond the control of the contractor and which the engineer determines as actually affecting the time necessary for completion of work under the contract."

KEH:jms

4-22-85
W.E Schwartz -
I concur with Region and Project Mgr. and recommend a time extension of 171 calendar days due to performance of extra and additional work.
O. B. Jackmond

CE.... CAE .... RECEIVED LS.... TC......
COE.... OM.... SA...... CC......
OE .... APR 8 1985 FE...... CP .....
CA............ PQC............
CAM .... CONSTRUCTION QCS............
EEO............ SECTION FILE............

128-1987

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Linn County- Suttle Lake

WEEK ENDING: March 23, 1985

SECTION PREFIX: 16-1054

HIGHWAY: Santiam

COUNTY: Jefferson

NAME OF JOB: Linn County - Suttle Lake

KIND OF WORK: Grading, paving, and slope stabilization

CONTRACTOR: Mid-Oregon Ready Mix

CONTRACT NUMBER: 9651

FEDERAL AID PROJECT NUMBER: F-21-3(7)

DATE OF CONTRACT: June 3, 1983

DATE WORK STARTED: June 23, 1983

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK

MEN: SUPERVISION:

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 150

CALENDAR DAYS USED: 321

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 214

PROJECT AUTHORIZATION: $ 764,009.91

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

EXCLUSIVE OF ENGINEERING: $ 710,571.97

ENGINEERING AUTHORIZATION: $ 53,295.94

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 710,571.97

ENGINEERING COST TO DATE: $ 86,000.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED PERCENT OVERRUN UNDERRUN: 0 %

PERCENT OF AUTHORIZATION: 161 %

DATE PROJECT WAS COMPLETED: November 2, 1984

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	2.39	2.39			2.39
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	32,700 cy	850 ton			550 ton
TOTAL QUANTITIES CORRECTED TO DATE	55,000 cy	1,380 ton			2,433 ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	55,000 cy	1,380 ton			2,433 ton
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

CE E CAE RECEIVED LS TC
COE OM SA CC
OE FE CP
CA [illegible] POC
CAM CONSTRUCTION QCS
EEO SECTION FILE

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Status: Last weekly report.

Next week: Semi-final complete, will be sent to Region next week.

SIGNED Jerry Thackery LOCATION BEND

Jerry Thackery

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

CL 1985-0058

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

March 19, 1985

FILED
MAR 25 1985
BARBARA ROBERTS
SECRETARY OF STATE

IN REPLY REFER TO FILE NO.: CON 5
#9651

R. L. Brown Contractors, Inc.
1929 N.E. Walnut Drive
Redmond, OR 97756

Attention: Robert L. Brown
President

Gentlemen or Ladies:

This will acknowledge your letter of March 12, 1985, concerning your claim which you filed on November 5, 1984, against the following Highway Division contract. You now wish to add interest to this claim.

FILED BY:	R. L. Brown Contractors, Inc.
AMOUNT:	$13,819.03 plus interest at the rate of 2% per month beginning with the month of November, 1984, and compounded monthly until paid in full
AGAINST (Prime contractor)	Mid-Oregon Ready Mix
CONTRACT NO.:	9651
PROJECT:	Linn County Line-Suttle Lake Section, Santiam Highway, Jefferson County
SURETY:	Heritage Insurance Co. of America

We will advise the surety and the contractor of the receipt of this claim addition. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Sincerely,

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

cc: Mid-Oregon Ready Mix
P.O. Box 519
Redmond, OR 97756

Heritage Insurance Company of
America, c/o Surety Bond
Specialists,
7140 S.W. Fir Loop
Portland, OR 97223

BC: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter. Previous claim filed in your office 11-27-84; CL 84-249 ✓

COPY

ON CARD
4-4-85 Ejm

RECEIVED
MAR 20 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

R. L. Brown Contractors, Inc.
1929 N.E. Walnut Drive
Redmond, Oregon 97756
(503) 548-5216

March 12, 1985

Mr. Robert Gormsen
Commission Services Office
Transportation Building
Salem, Oregon 97310

Re: State Contract #9651 Linn Co. Line - Suttle Lake Sec.
Federal Aid Project #F-21-3(7) Santiam Highway

Dear Mr. Gormsen:

In our letter of November 5, 1984, we notified you of our intent to file a lien against the bond of Mid-Oregon Ready Mix in the amount of $13,819.03.

My agreement with Bob Johnnie and Ron Peninger of Mid-Oregon Ready Mix was that upon completion of the work, and not later than 30 days after, we would be paid for labor, trucking and equipment.

At this time we feel that Mid-Oregon Ready Mix has withheld payment for an unreasonable length of time, creating a financial hardship for us.

Our last day of work on the project was September 27, 1984, and since there has been no attempt made to pay us to date we intend to ask for interest in addition to the original debt of $13,819.03 at the rate of 2% per month beginning with the month of November, 1984 and compounded monthly until paid in full.

Sincerely,

Robert L Brown

Robert L. Brown
President

RLB/db

RECEIVED
MAR 13 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CL 1985-0025

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
FEB 20 1985
BARBARA ROBERTS
SECRETARY OF STATE

January 30, 1985

IN REPLY REFER TO FILE NO.:
CON 5
#9651

Bryant, Fitch and Filer
Attorneys at law
P. O. Box 457
Redmond, OR 97756

Attention: Edward P. Fitch

Gentlemen or Ladies:

This will acknowledge your letter of January 23, 1985, with attached Third Amended Complaint filed on behalf of Reed Trucking. You state in this letter that you wish to file this complaint as a claim against the following Highway Division contract and is an amendment to a claim filed on August 27, 1984:

FILED BY:	Reed Trucking
AMOUNT:	$24,679.44 plus interest, attorney fees, costs and disbursements
FOR:	Hauling material
AGAINST (Prime contractor)	Mid-Oregon Ready Mix
CONTRACT NO.:	9651
PROJECT:	Linn County Line-Suttle Lake Section, Santiam Highway, Jefferson County
SURETY:	Heritage Insurance Co. of America

NOTED ON CARD
3-20-85 jo

We will advise the surety and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your client's claim has been paid.

As requested, a certified copy of the claim as filed with the Secretary of State is attached.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
FEB 21 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Attachment
cc: Mid-Oregon Ready Mix
P. O. Box 519
Redmond, OR 97756

Heritage Insurance Co. of America
c/o Surety Bond Specialists
7140 SW Fir Loop
Portland, OR 97223

731-0188

BRYANT, FITCH & FILER
ATTORNEYS AT LAW
888 WEST EVERGREEN AVENUE
P. O. BOX 457
REDMOND, OREGON 97756-0103
TELEPHONE [503] 548-2151

RONALD L. BRYANT
EDWARD P. FITCH
DAVID ALLEN FILER
JANINE A. CURTIS

CUNNING & BREWSTER
1925-1955
COPENHAVER, LARKIN & BRYANT
1963-1969
BRYANT, EDMONDS & ERICKSON
1974-1975
BRYANT & ERICKSON
1976-1983

January 23, 1985

Mr. Robert W. Gormsen
Commission Services
Department of Transportation
Transportation Building
Salem, OR 97310

Re: State ex rel Reed v. Redmond Ready Mix, et al

Dear Bob:

Enclosed please find an amended claim I am filing on behalf of Reed Trucking against the Linn County Line-Suttle Lake Section, Santiam Highway, Highway Division project, Contract 9651. As you are aware, the surety for that project was Heritage Insurance Company of America. I would appreciate it if you could file this claim with the Secretary of State. This claim is put in the form of a third amended complaint which has been filed in the Circuit Court of Deschutes County.

I would also appreciate it, Bob, if I could receive a certified copy of the claim as filed with the Secretary of State's office. If you have any questions, please feel free to call.

Very truly yours,
BRYANT, FITCH & FILER,

Edward P. Fitch bn

Edward P. Fitch

EPF/bn

encl.

cc: Kevin G. Kieley
Wade Reed

RECEIVED
JAN 24 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CERTIFIED
A TRUE COPY
Edward P Fitch

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF DESCHUTES

RECEIVED
JAN 28 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

STATE OF OREGON Ex Rel
JOSEPHINE REED, WADE REED, and
RICK REED, doing business as
J. W. & R. REED TRUCKING CO.,

Plaintiffs,

vs.

REDMOND READY MIX, INC., an
Oregon corporation, and HERITAGE
INSURANCE CO. OF AMERICA INC.

Defendants.

Case No. 36348

THIRD AMENDED
COMPLAINT

PLAINTIFF ALLEGES FOR A FIRST CLAIM OF RELIEF:

I.

At all material times, Plaintiffs were doing business under the assumed business name of J.W. & R. Reed Trucking Co.

II.

At all material times Redmond Ready Mix, Inc., (Ready Mix) was an Oregon corporation doing business under the assumed business name of Mid Oregon Ready Mix.

III.

In June of 1983 Plaintiff and Defendant Ready Mix entered into an agreement whereby Plaintiff hauled rock materials and asphalt from work sites of the Defendant on Oregon State Highway 22 at Suttle Lake (State Highway Job #360) and at property owned by American Forest Products, Inc., in Crook

///

///

///

County, Oregon. Defendant Ready Mix agreed to pay Plaintiff at an hourly rate of $32.00 for all work performed and for Plaintiff's fuel costs.

IV.

Pursuant to the terms of that agreement, Plaintiff hauled material for the Defendant Ready Mix between June 30 and September 26, 1983, and performed all of its obligations under the terms of the agreement.

V.

On September 26, 1983, there was a balance due and owing to the Plaintiff from the Defendant of $20,420.

VI.

Defendant Ready Mix agreed to pay interest on all accounts past due at the rate of 10% per annum.

VII.

Plaintiff has made demands upon Defendant Ready Mix for payment of the account. However, no part of that sum has been paid.

VIII.

The agreement between the Plaintiff and Defendant provides in part, that the prevailing party is "entitled to receive its reasonable attorney fees".

FOR A SECOND CLAIM OF RELIEF;

IX.

Plaintiff realleges paragraphs I through VIII.

///

X.

Defendant Heritage Insurance Co. (Heritage) was at all material times a foreign corporation authorized to conduct business in Oregon.

XI.

Defendant Heritage was the surety for Defendant Ready Mix on State Highway Job #360 (project) and, pursuant to the terms of the surety bond between the Defendants, agreed to pay creditors of Defendant Ready Mix for work performed on the project. A copy of said bond is attached as Exhibit "A" and incorporated as referenced herein.

XII.

Following Defendant Ready Mix's breach of their agreement with the Plaintiff, Plaintiffs made demand upon Defendant Heritage for payment but Heritage has failed to pay Plaintiffs.

FOR A THIRD CLAIM OF RELIEF:

XIII.

Plaintiff realleges paragraphs I, II, III, IV, and V.

XIV.

In addition to the agreement between the parties referred 6to above, Defendant Ready Mix represented to the Plaintiff that the size of the rock to be hauled from the Suttle Lake site would be 1 1/2 feet in diameter or less. Defendant and Plaintiff agreed that if larger rocks were hauled, Defendant would pay for damages to Plaintiff's truck boxes caused by larger rocks. Defendant also agreed that if any of Plaintiff's truck boxes were damaged beyond repair, Defendant would pay 50% of the costs for replacing said box with a good used box.

XV.

During the contract period referred to above, Plaintiff incurred actual repair costs to Plaintiff's truck boxes in the sum of $759.44. Plaintiff also lost the use of the truck box in Truck #43. Fifty percent of the replacement cost for said box is $2,500. Plaintiff also incurred damage to the truck box in Truck #74 in the amount of $1,000.

XVI.

The damage to the truck boxes as set forth in paragraph XV were caused by Defendant because the rock material hauled by Plaintiff was in excess of 1 1/2 feet in diameter and defendant is liable therefor.

XVII.

Plaintiff has performed all of its obligations under the terms of the agreement.

XVIII.

Plaintiff has made demand upon Defendants for payment, but no sum has been received.

FOR A FOURTH CLAIM OF RELIEF:

XIX.

Plaintiff realleges paragraphs X through XVII.

WHEREFORE, Plaintiff prays for a judgment against Defendants as follows:

(1) For the sum of $20,420.00, plus interest at the rate of ten percent (10%) per annum from September 26, 1983, until paid.

(2) For the sum of $4,259.44 against defendant Mid-Oregon only.

(3) For Plaintiffs' reasonable attorney fees.

(4) For Plaintiffs' costs and disbursements.

Edward P. Fitch

EDWARD P. FITCH, OSB #78202

CERTIFICATE - TRUE COPY

I hereby certify that the foregoing copy of REQUEST FOR PRODUCTION, MOTION AND ORDER, THIRD AMENDED COMPLAINT is a complete and exact copy of the original.

DATED this 11th day of January, 1985.

Edward P Fitch
EDWARD P. FITCH, OSB 378202
Of Attorneys for Plaintiff

CERTIFICATE OF SERVICE - MAILING

I hereby certify that on REQUEST FOR PRODUCTION, MOTION AND OREDER, THIRD AMENDED COMPLAINT I served the 11th on Janauary by depositing a true copy thereof, certified by me as such, contained in a sealed envelope, with postage paid, addressed to said attorneys at said attorney's last known address, to-wit:

Mr. David F. P. Guyette
Attorney at Law
P. O. Box 83
Bend, OR 97701

Mr. James D Huegli
Attorney at Law
Suites 1600-1800 Pacwest Center
1211 S.W. Fifth Ave.
Portland, OR 97204-1082

and deposited in the post office at Redmond, Oregon on said day.

DATED: January 11, 1985.

Edward P. Fitch
EDWARD P. FITCH, OSB #78202
Of Attorneys for Plaintiff

CL 1985-0005

VICTOR ATIYEH
GOVERNOR

Department of Transportation
TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
JAN 16 1985
BARBARA ROBERTS
SECRETARY OF STATE

January 15, 1985

IN REPLY REFER TO
FILE NO.:
CON 5
#9651

Coral Construction Company
PO Box 347
Wilsonville, OR 97070

Attention: R. Deane Clapperton
Vice President

Gentlemen or Ladies:

This will acknowledge your letter of December 27, 1984, filing a claim against the following Highway Division contract:

FILED BY:	Coral Construction Company
AMOUNT:	$13,023
FOR:	Labor and materials
AGAINST (Prime contractor)	Mid-Oregon Ready Mix
CONTRACT NO.:	9651
PROJECT:	Linn County Line-Suttle Lake Section, Santiam Highway, Jefferson County
SURETY:	Heritage Insurance Co. of America

We will advise the surety and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Sincerely,
ORIGINAL SIGNED
ROBERT W. GORMSEN
Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
JAN 18 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: Mid-Oregon Ready Mix
PO Box 519
Redmond, OR 97756

Heritage Insurance Co. of America
c/o Surety Bond Specialists
7140 SW Fir Loop
Portland, OR 97223

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

slp 1-30-85

731-0188

Coral Construction Company
SPECIALTY HIGHWAY AND GENERAL CONTRACTORS

P.O. Box 347
Wilsonville, Oregon 97070
Phone (503) 682-2252

December 27, 1984

State of Oregon
Highway Division
121 Transportation Bldg.
Salem, OR 97310

Attn: Robert W. Gormsen

Notice is hereby given that Coral Construction Company has a claim for labor and materials to install guardrail, anchors, end pieces and delineators for the Oregon State Highway Division Contract No. 9651 in the sum of thirteen thousand twenty three and no hundredth dollars ($13,023.00) against the bond taken from Mid-Oregon Ready Mix and Heritage Insurance Company of America for the work of grading, paving and slope stabilization on the Linn County Line-Suttle Lake Section of the Santiam Highway in Jefferson County.

Sincerely,

CORAL CONSTRUCTION COMPANY

R. Deane Clapperton
Vice President

DC:11

CC: Mid-Oregon Ready Mix
Heritage Insurance Company of America

RECEIVED
DEC 31 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CL84-276

FILE
DEC 31 1984
NORMA PAU
CRETARY OF S

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

December 24, 1984

IN REPLY REFER TO
FILE NO.:
CON 5
#9651

K Lines, Inc.
PO Box 1549
Lake Oswego, OR 97034

Gentlemen or Ladies:

This will acknowledge your letter of December 12, 1984, with attached invoices, filing a claim against the following Highway Division contract:

FILED BY:	K Lines, Inc.
AMOUNT:	$8,206.95
FOR:	Material
AGAINST (Prime contractor)	Mid-Oregon Ready Mix
CONTRACT NO.:	9651
PROJECT:	Linn County Line-Suttle Lake Section, Santiam Highway, Jefferson County
SURETY:	Heritage Insurance Co. of America

We will advise the surety and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Sincerely,

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

olp 1-30-85

cc: Mid-Oregon Ready Mix
PO Box 519
Redmond, OR 97756

Heritage Insurance Co. of America
c/o Surety Bond Specialists
7140 SW Fir Loop
Portland, OR 97223

bc: ✓ Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

RECEIVED
JAN 8 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

731-0188

SERVING THE NORTHWEST
BULK TRANSPORTATION OF LIQUID & DRY COMMODITIES
Main Office
Lake Oswego, Oregon
P.O. Box 1549 - 97034
(503) 636-8161

K
LINES, INC.

For Service Call:
Lake Oswego Office
(503) 636-8161
Oregon Toll Free
(800) 452-0373
Washington, California, Idaho, Montana, Nevada, Utah and Wyoming
Toll Free
(800) 547-1256

December 12, 1984

Notice of Claims
Robert Gormsen
Commission Services
Oregon Department of Transportation
Room 135
Salem, Oregon 97310

Dear Mr. Gormsen

I'm sending notice of claims on Mid Oregon Ready Mix, P. O. Box 519, Redmond, Or 97756, contract #9651, materials delivered for the Oregon Department of Transportation:

Amount owed	$8,206.95
Surety:	Heritage Investment Corp 813 S. W. Alder Portland,Or

Enclosed are copies of all open invoices and an open item list stating invoices and amounts due.

Thank you

Rhonda Simpson

Rhonda Simpson
Rates/Collection

cc: Steve Berrey
Mid Oregon Ready Mix

RECEIVED
DEC 14 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

K.LINES, INC.
AR500.2

OPEN ITEM TRANSACTION LIST

DEC 11, 1984 14:34:38

CUSTOMER NAME / NUMBER	CODE	DATE	INV #	DUE DATE	REF #	AMOUNT	DESCRIPTION	AR BALANCE	DEPOSITS
MID OREGON READY MIX 179002	I	05/26/83	51271	05/26/83		546.25	39848	546.25	
MID OREGON READY MIX 179002	P	08/11/83	51271		83132	146.34	PAYMENT	399.91	
MID OREGON READY MIX 179002	P	11/16/83	51271		83199	90.45	PAYMENT	309.46	
MID OREGON READY MIX 179002	I	06/12/84	51422	06/12/84		244.91	INVOICE	244.91	
MID OREGON READY MIX 179002	I	06/12/84	51475	06/12/84		536.18	INVOICE	536.18	
MID OREGON READY MIX 179002	I	06/12/84	60066	06/12/84		532.38	INVOICE	532.38	
MID OREGON READY MIX 179002	I	06/12/84	70336	06/12/84		393.62	INVOICE	393.62	
MID OREGON READY MIX 179002	C	10/31/84	70336			226.73	CREDIT MEMO	166.89	
MID OREGON READY MIX 179002	I	06/12/84	70965	06/12/84		539.41	INVOICE	539.41	
MID OREGON READY MIX 179002	I	07/25/83	71181	07/25/83		400.90	032392	400.90	
MID OREGON READY MIX 179002	P	04/19/84	71181		84072	280.19	PAYMENT	120.71	
MID OREGON READY MIX 179002	C	06/12/84	71181			- 280.19	CREDIT MEMO	400.90	
MID OREGON READY MIX 179002	I	07/26/83	71335	07/26/83		551.00	32647	551.00	
MID OREGON READY MIX 179002	I	07/29/83	71399	07/27/83		550.09	32750	550.09	
MID OREGON READY MIX 179002	I	07/30/82	71609	07/30/82		551.20	887623	551.20	
MID OREGON READY MIX 179002	P	07/26/83	71609		83122	268.93	PAYMENT	282.27	
MID OREGON READY MIX 179002	I	08/04/82	80541	08/11/82		694.26	888388	694.26	
MID OREGON READY MIX 179002	P	07/28/83	80541		83124	313.20	PAYMENT	381.06	
MID OREGON READY MIX 179002	I	08/13/83	80735	08/10/83		548.72	033933	548.72	
MID OREGON READY MIX 179002	I	08/17/82	80911	08/17/82		280.06	20651	280.06	
MID OREGON READY MIX 179002	I	08/18/82	81178	08/23/82		674.56	889127	674.56	
MID OREGON READY MIX 179002	I	08/20/82	81265	08/24/82		535.99	889284	535.99	
MID OREGON READY MIX 179002	I	08/21/82	81488	08/27/82		618.63	889611	618.63	
MID OREGON READY MIX 179002	I	08/31/82	81587	08/30/82		539.98	889689	539.98	
MID OREGON READY MIX 179002	I	08/31/82	81653	08/30/82		250.42	889552	250.42	
MID OREGON READY MIX 179002	I	08/22/82	81728	08/31/82		602.82	889776	602.82	
MID OREGON READY MIX 179002	I	09/02/82	90080	09/01/82		609.62	889852	609.62	
MID OREGON READY MIX 179002	I	09/07/82	90745	09/14/82		259.49	19934	259.49	
MID OREGON READY MIX 179002	I	09/15/82	91010	09/20/82		613.36	890779	613.36	
MID OREGON READY MIX 179002	I	09/25/82	91492	09/27/82		667.87	891171	667.87	
MID OREGON READY MIX 179002	I	09/25/82	91573	09/28/82		523.26	891228	523.26	
MID OREGON READY MIX 179002	I	09/25/82	91574	09/29/82		242.82	891229	242.82	

PEN ITEM TRANSACTION I ST

CUSTOMER NAME / NUMBER	CODE	DATE	INV #	DUE DATE	REF #	AMOUNT	DESCRIPTION	AR BALANCE	DEPOSITS
MID OREGON READY MIX 179002	I	09/27/82	91675	09/30/82		525.92	891296	525.92	
MID OREGON READY MIX 179002	I	01/17/84	010585	01/26/84		244.72	040367	244.72	
MID OREGON READY MIX 179002	I	01/17/84	010632	01/26/84		299.92	27691	299.92	
MID OREGON READY MIX 179002	I	06/14/84	060586 060586	06/14/84		549.70	43166	282.73 ~~549.70~~ 266.97	
MID OREGON READY MIX 179002	I	06/20/84	060773	06/16/84		570.72	43338	570.72	
MID OREGON READY MIX 179002	I	06/20/84	060809	06/18/84		548.86	43398	548.86	
MID OREGON READY MIX 179002	I	06/20/84	060920	06/19/84		565.25	43350	565.25	
MID OREGON READY MIX 179002	I	06/30/84	060953	06/20/84		515.52	043588	515.52	
MID OREGON READY MIX 179002	I	06/27/84	061297	06/26/84		539.33	43932	539.33	
MID OREGON READY MIX 179002	I	06/30/84	070193	07/04/84		582.56	044345	582.56	
MID OREGON READY MIX 179002	I	06/30/84	070667	07/24/84		584.80	44728	584.80	
MID OREGON READY MIX 179002	C	09/13/84	070667			58.04	CREDIT MEMO	526.76	
MID OREGON READY MIX 179002	I	07/28/84	071396	07/23/84		541.63	045619	541.63	
MID OREGON READY MIX 179002	I	08/24/84	081999	08/26/84		524.35	168351	524.35	
MID OREGON READY MIX 179002	I	09/08/84	090270	09/06/84		499.20	169208	499.20	
MID OREGON READY MIX 179002	P	09/07/84	090270		84166	580.00	PAYMENT	80.80CR	
MID OREGON READY MIX 179002	C	09/13/84	090270			-80.80	CREDIT MEMO	0.00	
MID OREGON READY MIX 179002	C	09/30/84	090270			- 580.00	NSF	580.00	
MID OREGON READY MIX 179002	I	09/08/84	090271	09/06/84		540.48	169207	540.48	
MID OREGON READY MIX 179002	P	09/07/84	090271		84166	580.00	PAYMENT	39.52CR	
MID OREGON READY MIX 179002	C	09/13/84	090271			-39.52	CREDIT MEMO	0.00	
MID OREGON READY MIX 179002	C	09/30/84	090271			- 580.00	NSF	580.00	
MID OREGON READY MIX 179002	I	09/15/84	090856	09/14/84		563.33	169751	563.33	
MID OREGON READY MIX 179002	P	09/17/84	090856		84172	580.00	PAYMENT	16.67CR	
MID OREGON READY MIX 179002	C	09/30/84	090856			- 563.33	NSF	546.66	
MID OREGON READY MIX 179002	C	09/30/84	090856			-33.34	NSF	580.00	
MID OREGON READY MIX 179002	I	09/17/84	091018	09/17/84		548.54	169913	548.54	
MID OREGON READY MIX 179002	P	09/18/84	091018		84173	580.00	PAYMENT	31.46CR	
MID OREGON READY MIX 179002	C	09/30/84	091018			- 548.54	NSF	517.08	
MID OREGON READY MIX 179002	C	09/30/84	091018			-62.92	NSF	580.00	
MID OREGON READY MIX 179002	I	10/04/82	100126	10/04/82		608.09	891453	608.09	
MID OREGON READY MIX 179002	I	10/05/82	100238	10/06/82		382.16	891531	382.16	
MID OREGON READY MIX 179002	I	10/07/82	100390	10/09/82		524.59	897627	524.59	
MID OREGON READY MIX 179002	I	10/13/82	100760	10/17/82		524.78	891974	524.78	
~~MID OREGON READY MIX 179002~~	~~I~~	~~10/29/84~~	~~101315~~	~~10/24/84~~		~~545.86~~	~~171698~~	~~545.86~~	

PEN ITEM TRANSACTION . ST

CUSTOMER NAME / NUMBER	CODE	DATE	INV #	DUE DATE	REF #	AMOUNT	DESCRIPTION	AR BALANCE	DEPOSITS
MID OREGON READY MIX 179002	P	10/25/84	101315		84198	580.00	PAYMENT	34.14CR	
MID OREGON READY MIX 179002	C	10/31/84	101315			- 545.86	NSF	511.72	
MID OREGON READY MIX 179002	C	10/31/84	101315			-34.14	NSF	545.86	
MID OREGON READY MIX 179002	C	10/31/84	101315			-34.14	NSF	580.00	
MID OREGON READY MIX 179002	P	11/02/84	101315		84204	580.00	PAYMENT	0.00	
MID OREGON READY MIX 179002	C	11/09/84	101315			- 580.00	NSF	580.00	
MID OREGON READY MIX 179002	I	10/29/84	101316	10/24/84		125.00		125.00	
MID OREGON READY MIX 179002	I	10/05/82	10238A	10/06/82		267.80	19386	267.80	
MID OREGON READY MIX 179002	I	11/01/82	110132	11/03/82		283.67	892328	283.67	
MID OREGON READY MIX 179002	I	11/01/82	110133	11/03/82		494.00	892329	494.00	
MID OREGON READY MIX 179002	I	11/03/82	110267	11/08/82		552.52	892436	552.52	
MID OREGON READY MIX 179002	I	11/01/82	11132A	11/03/82		214.55	22037	214.55	
MID OREGON READY MIX 179002	I	06/01/82	266670	12/17/80		605.92	INVOICE	605.92	
MID OREGON READY MIX 179002	P	07/11/83	266670		83110	47.58	PAYMENT	558.34	
MID OREGON READY MIX 179002	C	12/30/83	266670			296.73	CREDIT MEMO	261.61	
MID OREGON READY MIX 179002	I	06/01/82	266758	12/18/80		603.16	INVOICE	603.16	
MID OREGON READY MIX 179002	I	06/01/82	278501	06/22/81		433.61	INVOICE	433.61	
MID OREGON READY MIX 179002	I	05/31/83	51422A	05/30/83		317.41	16115	317.41	
MID OREGON READY MIX 179002	I	07/08/83	70336A	07/08/83		176.84	31593	176.84	
MID OREGON READY MIX 179002	I	07/25/83	71181A	07/25/83		274.17	16765-	274.17	
MID OREGON READY MIX 179002	I	08/17/82	80911A	08/17/82		437.19	888837	437.19	
MID OREGON READY MIX 179002	I	08/31/82	81653A	08/30/82		237.20	20237	237.20	
MID OREGON READY MIX 179002	I	09/07/82	90745A	09/14/82		186.77	890493	186.77	
MID OREGON READY MIX 179002	I	09/25/82	91574A	09/29/82		214.55	19108	214.55	
							CUSTOMER TOTALS	28,017.06	0.00

On a note #19810.11
due us Contract # 9651
$8206.95

RECEIVED
DEC 14 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

COMBINED UNIFORM STRAIGHT BILL OF LADING AND FREIGHT BILL ORIGINAL - NOT NEGOTIABLE

K LINES, INC.

P.O. BOX 1549
LAKE OSWEGO, OREGON 97034

PORTLAND, OREGON
503/636-8161

OREGON TOLL FREE
800-452-0373

WASHINGTON, CALIFORNIA, IDAHO,
MONTANA, NEVADA, UTAH,
WYOMING, TOLL FREE
800-547-1256

The property described below, in apparent good order which said Transportation Company (the word "company" being understood as including any person or corporation in possession of the property) agrees to transport and deliver to consignee at his usual place of delivery (if on its own line or route) otherwise to another carrier on the route to said destination. It is mutually agreed that the transportation services here under are subject to all printed terms and conditions not prohibited by law, of the Transportation Company's Uniform Bill of Lading "Contract" or "Anywhere for hire" services will be subject to the terms and conditions of the contract, service order or other agreement executed or agreed to between parties hereto when not in contravention of any existing law.

NOTE: DRIVERS COMPLETE ALL SHADED AREAS

PRO # 060586	DATE 6-14-84	TRUCK # 710	TRAILER # 545	COMMODITY CODED # 354
SHIPPER CODE 126001	SHIPPER NAME CAC	CITY AND STATE Portland, Ore		PREPAID ☐
CONSIGNER CODE 179002	CONSIGNEE NAME Mid Ore Pavers	CITY AND STATE Terrebonne, Ore		COLLECT ☒
BILL TO CODE 179002	BILL TO NAME Mid Oregon	CITY AND STATE		☐ TRIPLES ☐ DOUBLES

GROSS 81920	TARE 24660	NET 57260	GALLONS	LOADS
LINE HAUL REVENUE 549.70	HANDLING CODE 1	21 %	TIME REQUESTED	TIME ARRIVED 1100

	DRIVER NUMBER	DRIVER NAME	LOCATION OF LOAD SITE	LOCATION OF UNLOAD SITE	RATE CODE	TARIFF MILES	%	AMOUNT
1	D84J01	J. Crawford	Portland	Terrebonne	1			115.44
2								
3								
4								

	TIME ST LOAD	TIME FINISH	COMMODITY	TEMP	INCHES	TIME ST UNLOAD	TIME FINISHING	SHIPPERS NO.	NET WEIGHT	RATE	CHARGE
1	6^{00}	6^{23}	AR4000	325		11am	12^{30}	43166	57260	.96	549.70
2											
3											
4											
5											
6											
7											
8											
9											

BLOWER ☐ BTM DUMP ☐ SLEEPER ☐ COLLECT BEFORE UNLOADING ☐ C.O.D. AMOUNT $ 266.97

TOTAL CHARGES ~~549.70~~

Shipper ______________________

Per ______________________

Agreed or declared value of the property is hereby specifically stated by the shipper to be not exceeding

Per ______________________ $ __________

Consignee ______________________

Per ______________________

Received the above freight in apparent good order

Date ______________________

Carrier **K LINES, INC.**

ORIGINAL

COMBINED UNIFORM STRAIGHT BILL OF LADING AND FREIGHT BILL ORIGINAL - NOT NEGOTIABLE

K LINES, INC.

P.O BOX 1549
LAKE OSWEGO, OREGON 97034

~~PO~~RTLAND, OREGON
503/636 8161

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WA   GTON, CALIFORNIA, IDAHO,
MONTANA, NEVADA, UTAH,
WYOMING, TOLL FREE
800-547-1256

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NOTE: DRIVERS COMPLETE ALL SHADED AREAS

RO 040773	DATE 6-20-84	TRUCK # 720	TRAILER # SC2	COMMODITY CODE # 35H
HIPPER ODE 124001	SHIPPER NAME Chevron	CITY AND STATE Ptld	PREPAID ☐
ONSIGNEE ODE 179002	CONSIGNEE NAME Mid Oregon	CITY AND STATE Terrebonne, Or	COLLECT ☒
ILL TO ODE 179002	BILL TO NAME Mid Oregon	CITY AND STATE	☐ TRIPLES ☐ DOUBLES

GROSS 84450	TARE 25000	NET 59450	GALLONS	LOADS
LINE HAUL REVENUE	HANDLING CODE	%	TIME REQUESTED	TIME ARRIVED

	DRIVER NUMBER	DRIVER NAME	LOCATION OF LOAD SITE	LOCATION OF UNLOAD SITE	RATE CODE	TARIFF MILES	%	AMOUNT
1								
2								
3								
4								

	TIME ST LOAD	TIME FINISH	COMMODITY	TEMP	INCHES	TIME ST UNLOAD	TIME FINISHING	SHIPPERS NO	NET WEIGHT	RATE	CHARGE
1			AR 4000					4538	59450	96	570.72
2											
3											
4											
5											
6											
7											
8											
9											

BLOWER ☐ BTM DUMP ☐ SLEEPER ☐ COLLECT BEFORE UNLOADING ☐ C.O.D. AMOUNT $

TOTAL CHARGES 570.72

Shipper ______________________

Per ______________________

Agreed or declared value of the property is hereby specifically stated by the shipper to be not exceeding

Per ______________________ $ __________

Consignee ______________________

Per ______________________

Received the above freight in apparent good order

Date ______________________

Carrier **K LINES, INC.**

ORIGINAL

COMBINED UNIFORM STRAIGHT BILL OF LADING AND FREIGHT BILL ORIGINAL - NOT NEGOTIABLE

K LINES, INC.

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LAKE OSWEGO, OREGON 97034

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503/636 8161

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WA GTON, CALIFORNIA, IDAHO,
MONTANA, NEVADA, UTAH,
WYOMING, TOLL FREE
800-547-1256

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NOTE: DRIVERS COMPLETE ALL SHADED AREAS

PRO # 60809	DATE 6-18-84	TRUCK # 733	TRAILER # 551-532	COMMODITY CODED # 35H
SHIPPER CODE 124001	SHIPPER NAME Chevron Asphalt	CITY AND STATE Portland Or		PREPAID ☐
CONSIGNEE CODE 179102	CONSIGNEE NAME Mid Oregon R/m	CITY AND STATE Terrebonne Or		COLLECT ☒
BILL TO CODE 175102	BILL TO NAME Mid Oregon R/m	CITY AND STATE Terrebonne Or		TRIPLES DOUBLES

GROSS 106160	TARE 34,880	NET 71,280	GALLONS 9219	LOADS
LINE HAUL REVENUE 548.86	HANDLING CODE ,	21 %	TIME REQUEST 0630	TIME ARRIVED 0615

	DRIVER NUMBER	DRIVER NAME	LOCATION OF LOAD SITE	LOCATION OF UNLOAD SITE	RATE CODE	TARIFF MILES	%	AMOUNT
1	D77501	John Dodson	Portland	Terrebonne	1			115.26
2								
3								
4								

	TIME ST LOAD	TIME FINISH	COMMODITY	TEMP	INCHES	TIME ST UNLOAD	TIME FINISHING	SHIPPERS NO.	NET WEIGHT	RATE	CHARGE
1	1155	0235	AR4000	345	14	0615	0800	043395	71,280	77	548.86
2					18						
3					25¼						
4											
5											
6											
7											
8											
9											

BLOWER ☐ BTM DUMP ☐ SLEEPER ☐ COLLECT BEFORE UNLOADING ☐ C.O.D. AMOUNT $

TOTAL CHARGES 548.86

Shipper ____________________

Per ____________________
Agreed or declared value of the property is hereby specifically stated by the shipper to be not exceeding
Per ____________________ $ ____________

Consignee ____________________

Per ____________________
Received the above freight in apparent good order
Date ____________________

Carrier K LINES, INC.

ORIGINAL

COMBINED UNIFORM STRAIGHT BILL OF LADING AND FREIGHT BILL ORIGIN. NOT NEGOTIABLE

K LINES, INC.

P.O. BOX 1549
LAKE OSWEGO, OREGON 97034

PORTLAND, OREGON
503/636-8161

OREGON TOLL FREE
800 452-0373

WASHINGTON, CALIFORNIA, IDAHO,
MONTANA, NEVADA, UTAH,
WYOMING, TOLL FREE
800 547 1256

The property described below, in apparent good ord[illegible] which said Transportation Company [illegible] agrees to transport and deliver to consignee at his us[illegible] place of delivery [illegible] on its own line [illegible] portation services here under are subject to all printe[illegible] terms and conditions not prohibited by law [illegible] Company's [illegible] will be subject to the terms and conditions of the contract service order or other agreement executed [illegible] between part[illegible]

NOTE: DRIVERS COMPLETE ALL SHADED AREAS

PRO # 6092[illegible]
DATE 6 19-84
TRUCK # 7[illegible]
TRAILER # [illegible]
SHIPPER CODE 126001
SHIPPER NAME Chevron Asphalt Co
CITY AND STATE [illegible]
COMMODITY CODE # 3571
CONSIGNEE CODE 179002
CONSIGNEE NAME Mid-Oregon R/M
CITY AND STATE [illegible]
PREPAID ☐
BILL TO CODE 179002
BILL TO NAME Mid Oregon R/M
CITY AND STATE Terrebonne, Ore.
COLLECT ☒
CITY AND STATE
GROSS 72340 45420
TARE 13460 18440
NET 58880 27.00
☐ TRIPLES
☒ DOUBLES
LINE HAUL REVENUE 565.25
HANDLING CODE 1
21 %
GALLONS 3544
LOADS
TIME REQUESTED 5-0850
TIME ARRIVED 1815

	DRIVER NUMBER	DRIVER NAME	LOCATION OF LOAD SITE	LOCATION OF UNLOAD SITE	RATE CODE	TARIFF MILES	%	AMOUNT
1	D77JC1	R. Rogers	Portland	Terrebonne	1			118.70
2								
3								
4								

	TIME ST LOAD	TIME FINISH	COMMODITY	TEMP	INCHES	TIME ST UNLOAD	TIME FINISHING	SHIPPERS NO.	NET WEIGHT	RATE	CHARGE
1	1145	1300	AR-4000W	350	10"	1815	1945	093550	13.50		
2											
3											
4									58880	.96	565.25
5											
6											
7											

BLOWER ☐ BTM DUMP ☐ SLEEPER ☐ COLLECT BEFORE UNLOADING ☐ C.O.D. AMOUNT $

Shipper ______________________

Per ______________________

Agreed or declared value of the property is hereby specifically stated by the shipper to be not exceeding

Per ______________________ $ __________

Consignee ______________________

Per ______________________

Received the above freight in apparent good order

Date ______________________

TOTAL CHARGES 565.25

Carrier **K LINES, INC.**

ORIGINAL

[illegible] BILL OF LADING AND FREIGHT BILL ORIGINAL - NOT NEGOTIABLE

K LINES, INC.

P.O. BOX 1549
LAKE OSWEGO, OREGON 97034

PORTLAND, OREGON
503/636-8161

OREGON TOLL FREE
~~800-452-0373~~

WA[illegible]GTON, CALIFORNIA, IDAHO,
MONTANA, NEVADA, UTAH,
WYOMING, TOLL FREE
800-547-1256

The property described below, in apparent good order which said Transportation Company (the word "company" being understood as including any person or corporation in possession of the property agrees to transport and deliver to consignee at his usual place of delivery (if on its own line or route, otherwise to another carrier on the route to said destination. It is mutually agreed that the transportation services here under are subject to all printed terms and conditions not prohibited by law, of the Transportation Company's Uniform Bill of Lading, "Contract" or "Anywhere-for-hire" services will be subject to the terms and conditions of the contract, service order or other agreement executed or agreed to between parties hereto when not in contravention of any existing law

06095

NOTE: DRIVERS COMPLETE ALL SHADED AREAS

PRO # 43588	DATE 6-20-84	TRUCK # 792	TRAILER # 536	COMMODITY CODED # 35H
SHIPPER CODE 726001	SHIPPER NAME CHEVRON		CITY AND STATE PORTLAND, OR.	PREPAID ☐
CONSIGNER CODE 179002	CONSIGNEE NAME MIDORE		CITY AND STATE TERREBONNE, OR.	COLLECT ☒
BILL TO CODE 179002	BILL TO NAME MID ORE.		CITY AND STATE TERREBONNE, OR.	☐ TRIPLES ☒ DOUBLES

GROSS 80160	TARE 26460	NET 53700	GALLONS 7000	LOADS
LINE HAUL REVENUE 515.52	HANDLING CODE 1	.21 %	TIME REQUESTED 0600	TIME ARRIVED 1000

	DRIVER NUMBER	DRIVER NAME	LOCATION OF LOAD SITE	LOCATION OF UNLOAD SITE	RATE CODE	TARIFF MILES	%	AMOUNT
1	D84K04	DW KELLEY	PORTLAND	TERREBONNE	1			108.26
2								
3								
4								

	TIME ST LOAD	TIME FINISH	COMMODITY	TEMP	INCHES	TIME ST UNLOAD	TIME FINISHING	SHIPPERS NO	NET WEIGHT	RATE	CHARGE
1	0315	0345	AR 4000 W	335	18¾	0945		043558	53700	9/p	515.52
2					12						
3											
4											
5											
6											
7											
8											
9											

BLOWER ☐ BTM DUMP ☐ SLEEPER ☐ COLLECT BEFORE UNLOADING ☐ C.O.D. AMOUNT $

TOTAL CHARGES 515.52

Shipper ______

Per ______
Agreed or declared value of the property is hereby specifically stated by the shipper to be not exceeding
Per ______ $ ______

Consignee ______

Per ______
Received the above freight in apparent good order
Date ______

Carrier K LINES, INC.

ORIGINAL

K LINES, INC.

P.O. BOX 1549
LAKE OSWEGO, OREGON 97034

PORTLAND, OREGON
503 636-8161

OREGON TOLL FREE
800 452-0373

WA IGTON, CALIFORNIA, IDAHO,
MO NA, NEVADA, UTAH,
WYOMING, TOLL FREE
800 547-1256

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NOTE: DRIVERS COMPLETE ALL SHADED AREAS

PRO # 61297	DATE 6/26/84	TRUCK # 731	TRAILER # 559	COMMODITY CODED # 35H
SHIPPER CODE 131CC1	SHIPPER NAME CAC	CITY AND STATE PORTLAND, OR		PREPAID ☐
CONSIGNER CODE [illegible]	CONSIGNEE NAME MID ORE R/M	CITY AND STATE TERREBONNE, OR		COLLECT ☒

GROSS 83720	TARE 27540	NET 56180	GALLONS 7300	LOADS 1
LINE HAUL REVENUE 539.33	HANDLING CODE	21 %	TIME REQUESTED 0600	TIME ARRIVED 0400

	DRIVER NUMBER	DRIVER NAME	LOCATION AT START	LOCATION AT FINISH	RATE CODE	TARIFF MILES	%	AMOUNT
1	~~DK1583~~	GISSELBERG	L.O.	TERREBONNE	1			11326
2	D83K15							
3								
4								

	TIME ST LOAD	DESCRIPTION	TEMP	INCHES	TIME ST UNLOAD	TIME FINISHING	SHIPPERS NO.	NET WEIGHT	RATE	CHARGE
1	2245	AR-4000	34	18	0600	0730	43932	56180	96	539.33
2	2315			13						
3										
4										
5										
6										
7										
8										
9										

BLOWER ☐ BTM DUMP ☐

COLLECT BEFORE UNLOADING

C.O.D. AMOUNT $

Shipper ____________________

Per ____________________

Agreed or declared value of the property is hereby specifically stated by the shipper to be not exceeding

Per ____________________ $ __________

Consignee ____________________

Per ____________________

Received the above freight in apparent good order

Date ____________________

TOTAL CHARGES 539.33

Carrier **K LINES, INC.**

ORIGINAL

COMBINED UNIFORM STRAIGHT BILL OF LADING AND FREIGHT BILL ORIGINAL - NOT NEGOTIABLE

K LINES, INC.

P.O. BOX 1549
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WYOMING TOLL FREE
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NOTE: DRIVERS COMPLETE ALL SHADED AREAS

PRO # 10193	DATE 7484	TRUCK 727	TRAILER 540 525	COMMODITY CODED # 35H
SHIPPER CODE 126001	SHIPPER NAME [illegible]		CITY AND STATE [illegible] OR	PREPAID ☐
CONSIGNER CODE 179002	CONSIGNEE NAME Mid OR [illegible]		CITY AND STATE [illegible] OR	COLLECT ☒
BILL TO CODE 179002	BILL TO NAME Mid [illegible]		CITY AND STATE —	☒ TRIPLES ☐ DOUBLES

GROSS 105960	TARE 33140	NET 72820	GALLONS 29247-75	LOADS
LINE HAUL REVENUE 582.56	HANDLING CODE 1	21 %	TIME REQUESTED 0530 7384	TIME ARRIVED 0556

	DRIVER NUMBER	DRIVER NAME	LOCATION OF LOAD SITE	LOCATION OF UNLOAD SITE	RATE CODE	TARIFF MILES	%	AMOUNT
1	178F02	[illegible]	Portland	[illegible]	1			122.34
2								
3								
4								

	TIME ST LOAD	TIME FINISH	COMMODITY	TEMP	INCHES	TIME ST UNLOAD	TIME FINISHING	SHIPPERS NO.	NET WEIGHT	RATE	CHARGE
1	0730	0810	PR4000 W	352	57	1100	1150	044345	72820	80	582.56
2											
3											
4											
5											
6											
7											
8											
9											

BLOWER ☒ Pump BTM DUMP ☐ SLEEPER ☐ COLLECT BEFORE UNLOADING ☐ C.O.D. AMOUNT $

TOTAL CHARGES 582.56

Shipper ____________________

Per ____________________

Agreed or declared value of the property is hereby specifically stated by the shipper to be not exceeding

Per ____________________ $ ________

Consignee ____________________

Per ____________________

Received the above freight in apparent good order

Date ____________________

Carrier K LINES, INC.

ORIGINAL

COMBINED UNIFORM STRAIGHT BILL OF LADING AND FREIGHT BILL ORIGINAL - NOT NEGOTIABLE

K LINES, INC.

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LAKE OSWEGO, OREGON 97034

PORTLAND, OREGON
503 636 8161

~~OREGON~~ TOLL FREE
800-452 0373

WASHINGTON, CALIFORNIA, IDAHO,
MONTANA, NEVADA, UTAH,
WYOMING, TOLL FREE
800-547-1256

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NOTE: DRIVERS COMPLETE ALL SHADED AREAS

PRO # 070667	DATE 7-24-84	TRUCK # 739	TRAILER # 539-502	COMMODITY CODED # 15H
SHIPPER CODE 120000	SHIPPER NAME CAC		CITY AND STATE Portland, Oregon	PREPAID ☐
CONSIGNER CODE 140002	CONSIGNEE NAME Mid-Ore. B/M		CITY AND STATE Terrebone, Oregon	COLLECT ☑

GROSS 107,020	TARE 33,920	NET 73,100	GALLONS 9,333	LOADS 1
LINE HAUL REVENUE 584.80	HANDLING CODE	%	TIME REQUESTED 0530	TIME ARRIVED 0745

	DRIVER NUMBER	DRIVER NAME	LOCATION AT START	LOCATION AT FINISH	RATE CODE	TARIFF MILES	%	AMOUNT
1	D83507	Ed Phillips	L. Oswego					122.81
2								
3								
4								

	TIME ST LOAD	DESCRIPTION	TEMP	INCHES	TIME ST UNLOAD	TIME FINISHING	SHIPPERS NO.	NET WEIGHT	RATE	CHARGE
1	0030	AR-4000		59	0745		044728	73,100	.80	~~584.80~~
2										
3										
4										
5										
6										
7										
8										
9										

BLOWER ☐ BTM DUMP ☐ COLLECT BEFORE UNLOADING C.O.D. AMOUNT $ 526.76

TOTAL CHARGES ~~584.80~~

Shipper ____________________

Per ____________________

Agreed or declared value of the property is hereby specifically stated by the shipper to be not exceeding

Per ____________________ $ __________

Consignee ____________________

Per ____________________

Received the above freight in apparent good order

Date ____________________

Carrier K LINES, INC.

ORIGINAL

COMBINED UNIFORM STRAIGHT BILL OF LADING AND FREIGHT BILL ORIGINAL - NOT NEGOTIABLE

IRON

K LINES, INC.

P.O. BOX 1549
LAKE OSWEGO, OREGON 97034

PORTLAND, OREGON
503 636-8161

OREGON TOLL FREE
800-452-0373

W INGTON CALIFORNIA, IDAHO,
MONTANA, NEVADA, UTAH,
WYOMING, TOLL FREE
800-547-1256

The property described below in apparent good order which said Transportation Company (the word "company" being understood as including any person or corporation in possession of the property) agrees to transport and deliver to consignee at his usual place of delivery (if on its own line or route) otherwise to another carrier on the route to said destination. It is mutually agreed that the transportation services here under are subject to all printed terms and conditions not prohibited by law of the Transportation Company's Uniform Bill of Lading "Contract" or "Anywhere for hire" services will be subject to the terms and conditions of the contract, service order or other agreement executed or agreed to between parties hereto when not in contravention of any existing law.

NOTE: DRIVERS COMPLETE ALL SHADED AREAS

PRO # 71396	DATE 7-23-84	TRUCK # 719	TRAILER # 530	COMMODITY CODED # 554
SHIPPER CODE [illegible]	SHIPPER NAME CHEURON ASPHALT CO	CITY AND STATE PORTLAND OR		PREPAID ☐
CONSIGNER CODE 1791(2)	CONSIGNEE NAME MID OREGON R/M	CITY AND STATE TERRABONE OR		COLLECT ☑
BILL TO CODE 1791(2)	BILL TO NAME SAME	CITY AND STATE SAME		☐ TRIPLES ☐ DOUBLES

GROSS 82020	TARE 25600	NET 56420	GALLONS 7300	LOADS 1
LINE HAUL REVENUE 541.63	HANDLING CODE 1	94 %	TIME REQUESTED 0700	TIME ARRIVED 0700

	DRIVER NUMBER	DRIVER NAME	LOCATION OF LOAD SITE	LOCATION OF UNLOAD SITE	RATE CODE	TARIFF MILES	%	AMOUNT
1	[redacted]	[redacted]	[redacted]	[redacted]				
2	D84K11	RICK WAKEFIELD	Portland	TERRABONE	1			11374
3								
4								

	TIME ST LOAD	TIME FINISH	COMMODITY	TEMP	INCHES	TIME ST UNLOAD	TIME FINISHING	SHIPPERS NO	NET WEIGHT	RATE	CHARGE
1	0115	0215	AR 4000					045600	56420	96	541.63
2											
3											
4			#719 = 3200	350	15½	0700					
5			#530 = 4100	350	15½		0900				
6											
7			28.21 TONS								
8											
9											

BLOWER ☐ BTM DUMP ☐ SLEEPER ☐ COLLECT BEFORE UNLOADING ☐ C.O.D. AMOUNT $

Shipper CHEURON ASPHALT CO

Per

Agreed or declared value of the property is hereby specifically stated by the shipper to be not exceeding

Per $

Consignee MID OREGON R/M

Per

Received the above freight in apparent good order

Date 7-23-84

TOTAL CHARGES 541.63

Carrier K LINES, INC.

ORIGINAL

COMBINED UNIFORM STRAIGHT BILL OF LADING AND FREIGHT BILL ORIGINAL - NOT NEGOTIABLE

K LINES, INC.

P.O. BOX 1549
LAKE OSWEGO, OREGON 97034

PORTLAND, OREGON
503/636 8161

OREGON TOLL FREE
800 452-~~0373~~

WA GTON, CALIFORNIA, IDAHO,
MONTANA, NEVADA, UTAH,
WYOMING, TOLL FREE
800-547-1256

The property described below, in apparent good order which said Transportation Company (the word company being understood as including any person or corporation in possession of the property) agrees to transport and deliver to consignee at his usual place of delivery (if on its own line or route), otherwise to another carrier on the route to said destination. It is mutually agreed that the transportation services here under are subject to all printed terms and conditions not prohibited by law, of the Transportation Company's Uniform Bill of Lading "Contract" or "Anywhere for hire" services will be subject to the terms and conditions of the contract, service order or other agreement executed or agreed to between parties hereto when not in contravention of any existing law.

NOTE: DRIVERS COMPLETE ALL SHADED AREAS

3571

PRO # 51959	DATE 5 20 84	TRUCK # 719 - 501	TRAILER # 501	COMMODITY CODED # ~~[illegible]~~
SHIPPER CODE 120001	SHIPPER NAME C&E	CITY AND STATE Portland Ore		PREPAID ☐
CONSIGNEE CODE 174002	CONSIGNEE NAME Mid Ore RM Pavers	CITY AND STATE Terrebonne Ore		COLLECT ☒

GROSS 83900	TARE 29280	NET 54620	GALLONS 6235.9	LOADS 1
LINE HAUL REVENUE 524.35	HANDLING CODE 1	21 %	TIME REQUESTED Anytime	TIME ARRIVED 17:30

	DRIVER NUMBER	DRIVER NAME	LOCATION AT START	LOCATION AT FINISH	RATE CODE	TARIFF MILES	%	AMOUNT
1	D84M09	Livingston	Portland ~~Lake Oswego~~	Terrebonne	1			110.11
2								
3								
4								

	TIME ST LOAD	DESCRIPTION	TEMP	INCHES	TIME ST UNLOAD	TIME FINISHING	SHIPPERS NO.	NET WEIGHT	RATE	CHARGE
1	7:46	AR 4000W	340	10 3	1730	1945	16535	54620	96	524.35
2										
3										
4										
5										
6										
7										
8										
9										

BLOWER ☐ BTM DUMP ☐ COLLECT BEFORE UNLOADING C.O.D. AMOUNT $

Shipper C&E

Per

Agreed or declared value of the property is hereby specifically stated by the shipper to be not exceeding

Per $

Consignee Mid Oregon RM Pavers

Per

Received the above freight in apparent good order

Date

TOTAL CHARGES 524.35

Carrier **K LINES, INC.**

ORIGINAL

COMBINED UNIFORM STRAIGHT BILL OF LADING AND FREIGHT BILL ORIGINAL - NOT NEGOTIABLE

K LINES, INC.

P.O. BOX 1549
LAKE OSWEGO, OREGON 97034

PORTLAND OREGON
503/636-8161

OREGON TOLL FREE
800-452 0373

WASHINGTON, CALIFORNIA, IDAHO,
MONTANA, NEVADA, UTAH,
WYOMING, TOLL FREE
800-547-1256

The property described below, in apparent good order which said Transportation Company (the word "company" being understood as including any person or corporation in possession of the property) agrees to transport and deliver to consignee at his usual place of delivery (if on its own line or route, otherwise to another carrier on the route to said destination) it is mutually agreed that the transportation services here under are subject to all printed terms and conditions not prohibited by law, of the Transportation Company's Uniform Bill of Lading. "Contract" or "Anywhere-for hire" services will be subject to the terms and conditions of the contract, service order or other agreement executed or agreed to between parties hereto when not in contravention of any existing law

NOTE: DRIVERS COMPLETE ALL SHADED AREAS

RO # 090271	DATE 9-6-84	TRUCK # 715	TRAILER # 561	COMMODITY CODED # 3571
SHIPPER CODE 126001	SHIPPER NAME C.A.C.		CITY AND STATE Willbridge Oregon	PREPAID ☐
CONSIGNER CODE 179002	CONSIGNEE NAME Mid Ore R+M		CITY AND STATE Terrabone, Oregon	COLLECT ☒
BILL TO CODE 179002	BILL TO NAME Mid Oregon R/M		CITY AND STATE	☐ TRIPLES ☐ DOUBLES

GROSS 82660	TARE 26360	NET 56300	GALLONS 7131	LOADS
LINE HAUL REVENUE 540.48	HANDLING CODE 1	21 %	TIME REQUESTED	TIME ARRIVED

	DRIVER NUMBER	DRIVER NAME	LOCATION OF LOAD SITE	LOCATION OF UNLOAD SITE	RATE CODE	TARIFF MILES	%	AMOUNT
1	D84K15	Fred Wendland	Willbridge Oregon	Terrabone Oregon	1			113.50
2								
3								
4								

	TIME ST LOAD	TIME FINISH	COMMODITY	TEMP	INCHES	TIME ST UNLOAD	TIME FINISHING	SHIPPERS NO.	NET WEIGHT	RATE	CHARGE
1	2345	0400	AC 20	335		1550	1730	169207	56300	96	540.48
2											
3											
4											
5											
6											
7											
8											
9											

Received Company Check for $580.00
#98838

BLOWER ☐ BTM DUMP ☐ SLEEPER ☐ COLLECT BEFORE UNLOADING ☒ C.O.D. AMOUNT $ 580.00

TOTAL CHARGES 540.48

Shipper ______________________

Per ______________________

Agreed or declared value of the property is hereby specifically stated by the shipper to be not exceeding

Per ______________________ $ __________

Consignee ______________________

Per ______________________

Received the above freight in apparent good order

Date ______________________

Carrier K LINES, INC.

ORIGINAL

COMBINED UNIFORM STRAIGHT BILL OF LADING AND FREIGHT BILL ORIGINAL - NOT NEGOTIABLE

K LINES, INC.

P.O. BOX 1549
LAKE OSWEGO, OREGON 97034

PORTLAND, OREGON
503/636-8161

OREGON TOLL FREE
800-452-0373

WASHINGTON, CALIFORNIA, IDAHO,
MONTANA, NEVADA, UTAH,
WYOMING, TOLL FREE
800-547-1256

The property described below, in apparent good order which said Transportation Company (the word "company" being understood as including any person or corporation in possession of the property) agrees to transport and deliver to consignee at his usual place of delivery (if on its own line or route) otherwise to another carrier on the route to said destination. It is mutually agreed that the transportation services here under are subject to all printed terms and conditions not prohibited by law, of the Transportation Company's Uniform Bill of Lading "Contract" or "Anywhere-for-hire" services will be subject to the terms and conditions of the contract, service order or other agreement executed or agreed to between parties hereto when not in contravention of any existing law.

NOTE: DRIVERS COMPLETE ALL SHADED AREAS

NO # 10856	DATE 9-14-84	TRUCK # 718	TRAILER # 561	COMMODITY CODED # 35H
SHIPPER CODE 126001	SHIPPER NAME C.A.C.		CITY AND STATE Portland Ore.	PREPAID ☐
CONSIGNER CODE 179002	CONSIGNEE NAME Mid Ore. R/M		CITY AND STATE Terrebone Ore	COLLECT ☑
BILL TO CODE 179002	BILL TO NAME MidOregon		CITY AND STATE	☐ TRIPLES ☐ DOUBLES

GROSS 84820	TARE 26140	NET 58680	GALLONS # 7800	LOADS
LINE HAUL REVENUE 563.33	HANDLING CODE 1	21 %	TIME REQUESTED	TIME ARRIVED

	DRIVER NUMBER	DRIVER NAME	LOCATION OF LOAD SITE	LOCATION OF UNLOAD SITE	RATE CODE	TARIFF MILES	%	AMOUNT
1	D62401	Steve Socts	Port	Terrebone	1			118.32
2								
3								
4								

	TIME ST LOAD	TIME FINISH	COMMODITY	TEMP	INCHES	TIME ST UNLOAD	TIME FINISHING	SHIPPERS NO.	NET WEIGHT	RATE	CHARGE
1			AR4000					169751	58680	96	563.33
2											
3			10" ? Quantity								
4			14" ?								
5											
6											
7											
8											
9											

BLOWER ☐ BTM DUMP ☐ SLEEPER ☐ COLLECT BEFORE UNLOADING ☐ C.O.D. AMOUNT $ 580.02

TOTAL CHARGES 563.33

Shipper ______________________

Per ______________________

Agreed or declared value of the property is hereby specifically stated by the shipper to be not exceeding

Per ______________________ $ ______________

Consignee ______________________

Per ______________________

Received the above freight in apparent good order

Date ______________________

Carrier K LINES, INC.

ORIGINAL

COMBINED UNIFORM STRAIGHT BILL OF LADING AND FREIGHT BILL - ORIGINAL - NOT NEGOTIABLE

K LINES, INC.

P.O. BOX 1549
LAKE OSWEGO, OREGON 97034

PORTLAND, OREGON
503-636-8161

OREGON TOLL FREE
800-452-0373

WA[illegible]NGTON, CALIFORNIA, IDAHO,
MONTANA, NEVADA, UTAH,
WYOMING, TOLL FREE
800-547-1256

The property described below, in apparent good order which said Transportation Company (the word company [illegible] understood as including any person or corporation in possession of the property) agrees to transport and deliver to consignee at his usual place of delivery [illegible] on its own line of [illegible] [illegible] carrier on the route to said destination. It is mutually agreed that the transportation services here under are subject to all printed terms and conditions not prohibited by law [illegible] Company's Uniform Bill of Lading [illegible] or "Anywhere for hire" service will be subject to the terms and conditions of the contract, service order or other agreement [illegible] between parties [illegible] in contravention of any existing [illegible]

NOTE: DRIVERS COMPLETE ALL SHADED AREAS

PRO # [illegible]	DATE 9-17-84	TRUCK # 719	TRAILER # 549		COMMODITY CODED # 3574
SHIPPER CODE 12600	SHIPPER NAME [illegible]		CITY AND STATE [illegible]		PREPAID ☐
CONSIGNEE CODE 179002	CONSIGNEE NAME [illegible]		CITY AND STATE [illegible]		COLLECT ☑
BILL TO CODE 179002	BILL TO NAME Mid Ore [illegible]		CITY AND STATE		☐ TRIPLES ☐ DOUBLES

GROSS [illegible]	TARE 25100	NET [illegible]	GALLONS 7446	LOADS 1
LINE HAUL REVENUE 548.54	HANDLING CODE	21 %	TIME REQUESTED 1600	TIME ARRIVED 1030

	DRIVER NUMBER	DRIVER NAME	LOCATION OF LOAD SITE	LOCATION OF UNLOAD SITE	RATE CODE	TARIFF MILES	%	AMOUNT
1	[illegible]	[illegible]	[illegible]	[illegible]				115.19
2								
3								
4								

TIME ST LOAD	TIME FINISH	COMMODITY	TEMP	INCHES	TIME ST UNLOAD	TIME FINISHING	SHIPPERS NO.	NET WEIGHT	RATE	CHARGE
1245	1550	[illegible]	55	2375	1030	1230	[illegible]	[illegible]	96	548.54
		719-[illegible] gals	55	13[illegible]						
		549-[illegible] gals	55	10[illegible]		1113				
		7446								

Received check [illegible] 580.00

BLOWER ☐ BTM DUMP ☐ SLEEPER ☐ COLLECT BEFORE UNLOADING ☑ C.O.D. AMOUNT $ 580.00

Shipper ____________________

Per ____________________

Agreed or declared value of the property is hereby specifically stated by the shipper to be not exceeding

Per ____________________ $ ____________

Consignee ____________________

Per ____________________

Received the above freight in apparent good order

Date ____________________

TOTAL CHARGES 548.54

Carrier **K LINES, INC.**

ORIGINAL

COMBINED UNIFORM STRAIGHT BILL OF LADING

K LINES, INC.

P.O. BOX 1549
LAKE OSWEGO, OREGON 97034

PORTLAND, OREGON
503/636-8161

OREGON TOLL FREE
800-452 0373

WASHINGTON, CALIFORNIA, IDAHO,
MONTANA, NEVADA, UTAH,
WYOMING, TOLL FREE
800-547-1256

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NOTE: DRIVERS COMPLETE ALL SHADED AREAS

PRO # 101315	DATE 10-24-84	TRUCK # 720	TRAILER # 5021	COMMODITY CODED # 35H
SHIPPER CODE W1001	SHIPPER NAME C+C	CITY AND STATE Portland, Ore		PREPAID ☐
CONSIGNEE CODE 116002	CONSIGNEE NAME Mid Ore Alum	CITY AND STATE Terrebonne, [illegible]		COLLECT ☒
BILL TO CODE 179002	BILL TO NAME Mid Oregon Alum	CITY AND STATE		☐ TRIPLES ☐ DOUBLES

GROSS 82880	TARE 26020	NET 56860	GALLONS 7300	LOADS
LINE HAUL REVENUE 545.86	HANDLING CODE 1	.1 %	TIME REQUESTED 1200	TIME ARRIVED 1130

	DRIVER NUMBER	DRIVER NAME	LOCATION OF LOAD SITE	LOCATION OF UNLOAD SITE	RATE CODE	TARIFF MILES	%	AMOUNT
1	D72101	[illegible] Cook	Port.	Terrebonne				114.63
2								
3								
4								

	TIME ST LOAD	TIME FINISH	COMMODITY	TEMP	INCHES	TIME ST UNLOAD	TIME FINISHING	SHIPPERS NO.	NET WEIGHT	RATE	CHARGE
1	0615	0700	[illegible]	54.5	12 [illegible]	1130	0500	121098	56860	.96	545.86
2											
3											
4											
5											
6											
7											
8											
9											

BLOWER ☐ BTM DUMP ☐ SLEEPER ☐ COLLECT BEFORE UNLOADING ☒ C.O.D. AMOUNT $ 580.00

TOTAL CHARGES 545.86

Shipper ______

Per ______

Agreed or declared value of the property is hereby specifically stated by the shipper to be not exceeding

Per ______ $ ______

Consignee
Per L Nolte
Received the above freight in apparent good order
Date 10-24-84

Carrier K LINES, INC.

ORIGINAL

COMBINED UNIFORM STRAIGHT BILL OF LADING AND FREIGHT BILL **ORIGINAL - NOT NEGOTIABLE**

K LINES, INC.

P.O. BOX 1549
LAKE OSWEGO, OREGON 97034

PORTLAND, OREGON
503/636-8161

OREGON TOLL FREE
800-452-0373

WASHINGTON, CALIFORNIA, IDAHO,
MONTANA, NEVADA, UTAH,
WYOMING, TOLL FREE
800-547-1256

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NOTE: DRIVERS COMPLETE ALL SHADED AREAS

PRO # 101316	DATE 10-24-84	TRUCK # 720	TRAILER # 502	COMMODITY CODED # 3541
SHIPPER CODE 174002	SHIPPER NAME MID ORE. Klm	CITY AND STATE REDMOND, ORE.		PREPAID ☒
CONSIGNEE CODE 121001	CONSIGNEE NAME C.A.C.	CITY AND STATE PORTLAND, ORE		COLLECT ☐
BILL TO CODE 174002	BILL TO NAME MidOregon Klm	CITY AND STATE		☐ TRIPLES ☐ DOUBLES

GROSS 43580	TARE 25500	NET 18080	GALLONS	LOADS
LINE HAUL REVENUE	HANDLING CODE	%	TIME REQUESTED	TIME ARRIVED

	DRIVER NUMBER	DRIVER NAME	LOCATION OF LOAD SITE	LOCATION OF UNLOAD SITE	RATE CODE	TARIFF MILES	%	AMOUNT
1	D72301	Bus Cook	Redmond	Portland				
2								
3		Hensley						
4								

	TIME ST LOAD	TIME FINISH	COMMODITY	TEMP	INCHES	TIME ST UNLOAD	TIME FINISHING	SHIPPERS NO.	NET WEIGHT	RATE	CHARGE
1	1515	1745	CSS-1			0845	1015	178957	18080		
2											
3			(Minis Ext)								
4											
5							2 1/2 @ 50.00				125.00
6											
7											
8											
9											

BLOWER ☐ BTM DUMP ☐ SLEEPER ☐ COLLECT BEFORE UNLOADING ☐ C.O.D. AMOUNT $

TOTAL CHARGES 125.00

Shipper ____________________

Per ____________________

Agreed or declared value of the property is hereby specifically stated by the shipper to be not exceeding

Per ____________________ $ ________

Consignee ____________________

Per ____________________

Received the above freight in apparent good order

Date ____________________

Carrier **K LINES, INC.**

ORIGINAL

December 6, 1984

James D. Huegli, Attorney
Schwabe, Williamson, Wyatt
Moore & Roberts
Suite 1600, Pacwest Center
1211 SW Fifth Ave.
Portland, OR 97204

Re: Mid-Oregon Ready Mix
Contract

Enclosed are two assignments that Mid-Oregon Ready Mix has executed on contract 9651. I believe these are in addition to the assignments the Highway Division has already sent you.

Both Chevron and K-Lines have been notified that they should contact the surety for any funds due them.

The Project Manager, Wil Robertson, expects that about $19,000 will be paid on this contract this month.

Janice Peterson
Contract Accounting Supervisor

JP:cw

cc: Jack Sollis
Bob Gormsen ✓

CL 84-256

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

November 28, 1984

IN REPLY REFER TO
FILE NO.:

CON 5
#9651

Gibson Steel Fab. Inc.
PO Box 2851
Eugene, OR 97402

Gentlemen or Ladies:

This will acknowledge your letter dated November 15, 1984, with attached invoice, filing a claim against the following Highway Division contract:

FILED BY:	Gibson Steel Fab. Inc.
AMOUNT:	$920 as of October 3, 1984
FOR:	Material and labor
AGAINST (Prime contractor)	Mid-Oregon Ready Mix
CONTRACT NO.:	9651
PROJECT:	Linn County Line-Suttle Lake Section, Santiam Highway, Jefferson County
SURETY:	Heritage Insurance Co. of America

We will advise the surety and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Sincerely,

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

NOTED ON CARD
Dec 12, 1984
Kjm

RECEIVED
NOV 30 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: Mid-Oregon Ready Mix
PO Box 519
Redmond, OR 97756

Heritage Insurance Co. of America
c/o Surety Bond Specialists
7140 SW Fir Loop
Portland, OR 97223

bc: ✓Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

731-0188

GIBSON STEEL FAB. INC.
Misc. Structural Steel Fabrication
247 Washington St. / Eugene, OR 97401 / Telephone (503) 687-8672

Robert W. Gormson
Commission Services
121 Transportation Building
Salem, Oregon
97310

November 15, 1984

Dear Sir;

We are putting a claim against Mid-Oregon Ready Mix Contractors, Contract #9651. County of Jefferson, Santiam Highway, Linn County Line', Suttle Lake Section.

Amount owed on this contract is 920.00 as of October 3, 1984. Labor is 552.00 and material is 368.00.

Your prompt attention to this matter would be greatly appreciated. Thank you.

Sincerely yours,

Darrell J. Gibson

Darrell J. Gibson

DJG/ bd

RECEIVED
NOV 19 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

MID-OREGON READY MIX
PO BOX 519 548-[illegible]1
REDMOND, OREGON 97756

2924

34-22/1230

PAYMENT STOPPED

[illegible]-3 19 84

PAY TO THE ORDER OF Gibson Steel $ 920.00

The sum of $920 and [illegible] DOLLARS

Redmond Branch
United States National Bank of Oregon
P.O. Box [illegible]
Redmond, OR 97756

PAYMENT STOPPED

FOR

Robert Johnson

⑈002924⑈ ⑆123000220⑆ 031 0009 79 ⑈0000092000⑈

RECEIVED
NOV 19 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

GIBSON STEEL FAB INC.
247 WASHINGTON ST.
P.O. BOX 2051
EUGENE, OR 97402
687-8672

Invoice

NO 03260

DATE 10/2/84

SOLD TO Oregon Ready Mix

SHIPPED TO Suttle Lake

[illegible]	DATE SHIPPED	SHIPPED VIA	F.O.B. POINT	SALESMAN

QUANTITY	[illegible]	UNIT PRICE	TOTAL AMOUNT
6	D grates		
2	ME grates R-)-		
	& ship		$920.00

RECEIVED
NOV 19 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Bob Heman

Thank You

ORIGINAL

FORM NO. N1129

CL 84-254

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

November 28, 1984

IN REPLY REFER TO
FILE NO.:

CON 5
#9651

Austin Powder Company, A Div. of
Southwestern Explosives, Inc.
PO Box 5556
Midland, TX 79701

Attention: Linda Davidson

Gentlemen or Ladies:

This will acknowledge your letter of October 23, 1984, with attached invoices, filing a claim against the following Highway Division contract:

FILED BY:	Austin Powder Company
AMOUNT:	$3,063.02
FOR:	Labor and material
AGAINST (Prime contractor)	Mid-Oregon Ready Mix
CONTRACT NO.:	9651
PROJECT:	Linn County Line-Suttle Lake Section, Santiam Highway, Jefferson County
SURETY:	Heritage Insurance Co. of America

We will advise the surety and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Sincerely,
ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

NOTED ON CARD
Dec 12, 1984
kjm

cc: Mid-Oregon Ready Mix
PO Box 519
Redmond, OR 97756

Heritage Insurance Co. of America
c/o Surety Bond Specialists
7140 SW Fir Loop
Portland, OR 97223

RECEIVED
NOV 30 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

bc: ✓Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

731-0188

AUSTIN POWDER COMPANY

P. O. BOX 5556
MIDLAND, TEXAS 79704
(915) 684-5123

USED 1833 AUSTIN EVER SINCE

MIDLAND, TEXAS 79704

October 23, 1984

Robert W. Gormen, Secretary Highway Commission
Transporatation Building
Salem, Oregon 97310

Re: Linn County Line - Suttle Lake
Slide Repair Project
Contract# 9651

Dear Sir,

Please accept the enclosed documents as evidence of our claim for $3,063.02 to be filed against the Bond for payment of labor and material provided by Mid-Oregon RediMix for the above referenced job.

If futher information is needed please contact me at area code 915-684-5123.

Your assistance is appreciated.

Sincerely,

Linda Davidson
Credit Manager

LD/lfd
cc: Roger Austin
Doris Hill

enclosures

RECEIVED
OCT 29 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

AUSTIN POWDER COMPANY

1 DATE: SEP 30, 1984 CUST NO. 155219

RE[illegible]ED
OCT 29
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

MID-OREGON READY MIX
633 SISTERS AVE
REDMOND OR 97756

DATE	REFERENCE		CHARGES	CREDITS
6/13/84	IN	26428	519.21	
6/18/84	IN	26429	451.50	
7/03/84	IN	26692	488.29	
7/10/84	IN	27082	283.53	
7/18/84	IN	27208	97.56	
7/23/84	IN	27387	266.19	
7/25/84	IN	27390	340.25	
8/01/84	IN	27915	97.56	
8/07/84	IN	28429	48.78	
8/15/84	IN	28433	374.56	
8/17/84	IN	28436	341.81	
8/21/84	IN	28439	79.25	
9/07/84	CM	28971		325.47-

CM = CREDIT MEMO
CS = CASH SALE
DM = DEBIT MEMO
IN = INVOICE
IP = INVOICE PAYMENT
[illegible]

AMOUNTS PAST DUE ARE SUBJECT TO A SERVICE CHARGE OF 2% PER MONTH.

AMOUNT DUE 3,063.02

CURRENT	PAST DUE 30-60 DAYS	PAST DUE OVER 60 DAYS

AUSTIN POWDER COMPANY

AUSTIN POWDER COMPANY

DATE SEP 30, 1984 CUST NO 155219

PLEASE DETACH AND RETURN
WITH YOUR CHECK TO:

SOUTHWESTERN EXPLOSIVES
P.O.B. 5556
MIDLAND, TEXAS 79704

MID-OREGON READY MIX
REDMOND OR 97756

DATE	REFERENCE		AMOUNT
06/84	IN	26428	519.21
06/84	IN	26429	451.50
07/84	IN	26692	488.29
07/84	IN	27082	283.53
07/84	IN	27208	97.56
07/84	IN	27387	266.19
07/84	IN	27390	340.25
08/84	IN	27915	97.56
08/84	IN	28429	48.78
08/84	IN	28433	374.56
08/84	IN	28436	341.81
08/84	IN	28439	79.25
09/84	CM	28971	325.47-

AMOUNT DUE ▸ 3,063.02

PAYMENTS RECEIVED AFTER THE ABOVE [illegible]

AUSTIN POWDER COMPANY

Division of Southwestern Explosive Inc. Midland, Texas

AMOUNTS PAST DUE ARE SUBJECT TO A SERVICE CHARGE OF [illegible] PER MONTH

ALWAYS REFER TO THE ABOVE NUMBER

DATE

REMIT TO: P.O.B. [illegible]
MIDLAND, TEXAS 797[illegible]

RECEIVED
OCT [illegible]
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

REG	MAG		B/L NUMBER	SHIPPING POINT	DATE SHIPPED	CUST. NO.	TERMS	CUSTOMER ORDER NO.
[illegible]	[illegible]	[illegible]	975	BEND	6/11/[illegible]	[illegible]	NET 30	

SOLD TO:
MID-OREGON READY MIX
[illegible] SISTERS AVE
REDMOND OR 97756

SHIP TO:
BLUE LAKE OR

SHIP VIA: DELIVERY

QUANTITY	PRODUCT DESCRIPTION	PRICE	★	AMOUNT
100	ACE EX [illegible] SHELL 2 X 16	95.00	[illegible]	95.00
1250	APCOGEL [illegible] SHELL 2 X 16 IN	87.00	[illegible]	217.50
50	16 FT DUP CW BLASTING CAP	115.[illegible]	C	59.00
50	14 FT DUP CW MS 25	135.[illegible]	C	67.5[illegible]
50	16 FT DUP CW MS [illegible]	[illegible]	C	[illegible]
[illegible]	[illegible]	[illegible]	C	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

The seller represents that, with respect to the production of the goods and/or the performance of the services covered by this invoice, it has fully complied with all of the requirements of the United States Fair Labor Standards Act of 1938, as amended, and of

★ PRICE BASIS
E - Each M - Per 1000
C - Per 100 T - Per Ton

PLEASE PAY THIS AMOUNT ▶

APC - REV. 3/83

NEWIL

[illegible] Explosive Inc. Midland, Texas

REMIT TO: P.O. Box 5556
MIDLAND, TEXAS 797[illegible]

AMOUNTS PAST DUE ARE SUBJECT TO A SERVICE CHARGE OF [illegible] PER MONTH

ALWAYS REFER TO THE ABOVE NUMBER

DATE

REG.	MAG.		B/L NUMBER	SHIPPING POINT	DATE SHIPPED	CUST. NO.	TERMS	CUSTOMER ORDER NO.
[illegible]	[illegible]	331	332	[illegible]	6/28/84	[illegible]	NET 30	[illegible]

SOLD TO:
MID-OREGON READY MIX
[illegible] SISTERS AVE
REDMOND [illegible] OR 97756

SHIP TO:
BLUE LAKE [illegible] OR

SHIP VIA: DELIVERY

QUANTITY	PRODUCT DESCRIPTION	PRICE	*	AMOUNT
200	40% EX GEL SHELL 2 X 16	95.00	[illegible]	190.00
790	SAF AUSTINITE 15 50 # [illegible]	[illegible]	C	114.38
[illegible]	16 FT DUP [illegible]	[illegible]	C	67.50
[illegible]	16 FT DUP [illegible]	[illegible]	C	[illegible]
[illegible]	FED IMPOST/[illegible]	[illegible]	C	[illegible]
[illegible]	FED IMPOST/SUPERFUND CHG ON AUSTINITES	[illegible]	C	[illegible]
100	FED IMPOST CHG ON BLST CAPS	2.50	[illegible]	2.50

REV. 3/83

RECEIVED
OCT [illegible]
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

REMIT TO

Division of [illegible] Explosives Inc. Midland, Texas

REMIT TO: P.O. B. 5576
MIDLAND, TEXAS 797[illegible]

AMOUNTS PAST DUE ARE SUBJECT TO A SERVICE CHARGE OF 2% PER MONTH

[illegible]
ALWAYS REFER TO THE ABOVE NUMBER

DATE
7/05/84

REG	MAG		B/L NUMBER	SHIPPING POINT	DATE SHIPPED	CUST. NO.	TERMS	CUSTOMER ORDER NO.
351	351	351	844	BEND	[illegible]3/84	135219	NET 30	

SOLD TO:

MID-OREGON READY-MIX
633 SISTERS AVE
REDMOND OR 97756

SHIP TO:

BLUE LAKE OR

SHIP VIA: PICKUP

QUANTITY	PRODUCT DESCRIPTION	PRICE	★	AMOUNT
100	40% EX GEL SHELL 2 X 16	95.00	C	95.00
350	SWE AUSTINITE 15 50 # NCN	15.75	C	[illegible]
50	1[illegible] FT DUP CW BLASTING CAP	118.00	C	59.00
50	1[illegible] FT DUP CW MS 25	135.00	C	67.50
50	1[illegible] FT DUP CW MS [illegible]	135.[illegible]	C	67.5[illegible]
[illegible]	[illegible] FT DUP [illegible]	[illegible]	C	[illegible]
[illegible]	[illegible] FT DUP [illegible]	[illegible]	C	[illegible]
1[illegible]	FED IMPOST/SUPERFUND CHG ON [illegible]	[illegible]	C	[illegible]
350	FED IMPOST/SUPERFUND CHG ON AUSTINITES	.60	C	2.10
[illegible]	FED IMPOST CHG ON [illegible]	2.50		[illegible]

The seller represents that, with respect to the production of the goods and/or the performance of the services covered by this invoice, it has fully complied with all of the

★ PRICE BASIS
E - Each M - Per 1000
[illegible]

PLEASE PAY

PC - REV. 3/83

RECEIVED
OCT [illegible]
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

REMIT TO: P.O. [illegible]
MIDLAND, TEXAS [illegible]

AMOUNTS PAST DUE ARE SUBJECT TO A SERVICE CHARGE OF [illegible] PER MONTH

ALWAYS REFER TO THE ABOVE NUMBER

DATE
7/10/84

REG	MAG		B/L NUMBER	SHIPPING POINT	DATE SHIPPED	CUST. NO.	TERMS	CUSTOMER ORDER NO.
[illegible]	[illegible]	[illegible]	[illegible]434	BEND	7/10/84	[illegible]	NET 30	

SOLD TO:
[illegible] READY MIX
[illegible] SISTERS AVE
[illegible] OR [illegible]

SHIP TO:
[illegible] OR

SHIP VIA: DELIVERY

QUANTITY	PRODUCT DESCRIPTION	PRICE	★	AMOUNT
[illegible]	[illegible] GEL SHELL [illegible]	[illegible]		142.50
[illegible]	[illegible] SHELL [illegible]	[illegible]		[illegible]
250	[illegible] AUSTINITE [illegible]	[illegible]		38.13
250	FED IMPOST/SUPERFUND CHG ON [illegible]	2.66		[illegible]
250	FED IMPOST/SUPERFUND CHG ON AUST[illegible]	[illegible]		[illegible]

The seller represents that, with respect to the production of the goods and/or the performance of the services covered by this invoice, it has fully complied with all of the

★ PRICE BASIS
E - Each M - Per 1000

PLEASE PAY

RECEIVED
COMMISSION SERVICES
[illegible] OF TRANSPORTATION

REMIT TO: [illegible] 5100
MIDLAND, TEXAS 79704

AMOUNTS PAST DUE ARE SUBJECT TO A SERVICE CHARGE OF 2% PER MONTH

ALWAYS REFER TO THE ABOVE NUMBER

DATE
7/18/86

REG	MAG		B/L NUMBER	SHIPPING POINT	DATE SHIPPED	CUST. NO.	TERMS	CUSTOMER ORDER NO.
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]/86	[illegible]	NET 30	[illegible]

SOLD TO:
[illegible] [illegible]
[illegible] AVE
[illegible] 77750

SHIP TO:
BLUE LAKE

SHIP VIA: PICKUP

QUANTITY	PRODUCT DESCRIPTION	PRICE	★	AMOUNT
100	[illegible]	75.00		[illegible]
TDS	[illegible]/SUPERFUND CHG ON [illegible]	[illegible]		[illegible]

The seller represents that, with respect to the production of the goods and/or the performance of the services covered by this invoice, it has fully complied with all of the

★ PRICE BASIS
E - Each M - Per 1000

PLEASE PAY

RECEIVED
OCT
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

REMIT TO: P.O. [illegible]
MIDLAND, TEXAS [illegible]

AMOUNTS PAST DUE ARE SUBJECT TO A [illegible] SERVICE CHARGE OF [illegible] PER MONTH

ALWAYS REFER TO THE ABOVE NUMBER

DATE 7/25/84

REG	MAG		B/L NUMBER	SHIPPING POINT	DATE SHIPPED	CUST. NO.	TERMS	CUSTOMER ORDER NO.
351	351	351	[illegible]369	BEND	[illegible]3/84	[illegible]	NET 30	[illegible]

SOLD TO:

MID-OREGON READY MIX
633 SISTERS AVE
REDMOND OR 97756

SHIP TO:

[illegible] LAKE

SHIP VIA: DELIVERY

QUANTITY	PRODUCT DESCRIPTION	PRICE	★	AMOUNT
100	40% EX GEL SHELL 2 X 16 [illegible]	[illegible]		75.00
250	SME AUSTINITE 19 TO 4 NCN [illegible]	[illegible]		[illegible]
50	16 FT DUP EW BLASTING CAP	118.00		59.00
50	16 FT DUP [illegible] MS [illegible]	135.00		67.50
[illegible]	FED EXPOST/[illegible] CHG ON DYNAMITES	2.56		2.56
[illegible]	FED EXPOST/[illegible] AUSTINITES	[illegible]		1.[illegible]
[illegible]	FED EXPOST [illegible] CAPS	[illegible]		[illegible]

The seller represents that, with respect to the production of the goods and/or the performance of the services covered by this invoice, it has fully complied with all of the

★ PRICE BASIS
E - Each M - Per 1000

PLEASE PAY

RECEIVED
OCT [illegible]
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

REMIT TO: P.O. BOX 3554
MIDLAND, TEXAS [illegible]

AMOUNTS PAST DUE ARE SUBJECT TO A SERVICE CHARGE OF 2% PER MONTH

[illegible]
ALWAYS REFER TO THE ABOVE NUMBER

DATE
3/21/84

RECEIVED
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

REG	MAG		B/L NUMBER	SHIPPING POINT	DATE SHIPPED	CUST. NO.	TERMS	CUSTOMER ORDER NO.
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible] 1/84	[illegible]	NET 30	

[illegible]
[illegible] PTR
[illegible]
REDMOND OR 97756

SHIP TO:
BEND OR

SHIP VIA: PICK-UP

QUANTITY	PRODUCT DESCRIPTION	PRICE	*	AMOUNT
[illegible]	[illegible] SHELL 2 X 16 [illegible]	95.00		95.00
[illegible]	[illegible] ST/SUPERPUMP CYG OR [illegible]	2.56		2.56

The seller represents that, with respect to the production of the goods and/or the performance of the services covered by this invoice, it has fully complied with all of the

★ PRICE BASIS
E - Each
M - Per 1000

PLEASE PAY

PC - REV. 3/83

REMIT TO

[illegible] Explosive Inc. Midland, Texas

RECEIVED
COMM[illegible] SERVICES
DEPARTMENT OF TRANSPORTATION

NUMBER	[illegible]523429
ALWAYS REFER TO THE ABOVE NUMBER	
DATE	[illegible]/07/86

REMIT
TO: P.O.B. [illegible]
MIDLAND, TEXAS 79[illegible]

AMOUNTS [illegible] DUE ARE SUBJECT [illegible] SERVICE CHARGE [illegible] PER MONTH

REG	MAG		B/L NUMBER	SHIPPING POINT	DATE SHIPPED	CUST. NO.	TERMS	CUSTOMER ORDER NO.
[illegible]	337	351	[illegible]786	[illegible]	[illegible]/07/86	155[illegible]	NET 30	[illegible]

SOLD TO:
MID-OREGON READY MIX
533 S[illegible] AVE
[illegible] OR 97756

SHIP TO:
REDMOND

SHIP VIA: P[illegible]

QUANTITY	PRODUCT DESCRIPTION	PRICE	★	AMOUNT
[illegible]	[illegible] SHELL 1 1/4 X 8 IN	[illegible]		[illegible]
[illegible]50	[illegible] IMPOST/SUPERFUND CHG ON DYNAMITES	2.50		1.20

The seller represents that with respect to the production of the goods and/or the performance of the services covered by this invoice it has fully complied with all of the

★ PRICE BASIS
E - Each M - Per 1000

PLEASE PAY

PC - REV 3/81

IN 072433

ALWAYS REFER TO THE ABOVE NUMBER

DATE

5/15/86

REMIT TO: P.O. Box 5556
MIDLAND, TEXAS 79704

AMOUNTS PAST DUE ARE SUBJECT TO A SERVICE CHARGE OF 2% PER MONTH

REG	MAG		B/L NUMBER	SHIPPING POINT	DATE SHIPPED	CUST. NO.	TERMS	CUSTOMER ORDER NO.
[illegible]	351	353	[illegible]	[illegible]	[illegible]/84	553219	NET 30	

SOLD TO:
MID-OREGON [illegible]
533 SISTERS [illegible]
REDMOND OR 97756

SHIP TO:
REDMOND OR

SHIP VIA: PICK-UP

QUANTITY	PRODUCT DESCRIPTION	PRICE	★	AMOUNT
[illegible]	[illegible]	[illegible]		95.80
[illegible]	[illegible] 15-30 [illegible]	[illegible]		76.25
50	14 FT DUP CW BLASTING CAP	118.00		59.00
50	15 FT DUP CW MS 25	135.00	C	67.50
50	16 FT DUP CW MS 50	135.00	C	67.50
[illegible]	FED IMPOST/SUPERFUND CHG ON DYNAMITES	[illegible]	C	[illegible]
[illegible]	FED IMPOST/SUPERFUND CHG ON BLST AGTS	[illegible]	C	[illegible]
150	FED IMPOST CHG ON BLST CAPS	2.50	C	3.75

The seller represents that with respect to the production of the goods and/or the performance of the services covered by this invoice, it has fully complied with all of the

★ PRICE BASIS
E - Each M - Per 1000

PLEASE PAY

Division of Southwestern Explosive Inc. Midland, Texas

REMIT TO: P.O.B. 5556
MIDLAND, TEXAS 79704

AMOUNTS PAST DUE ARE SUBJECT TO A SERVICE CHARGE OF 2% PER MONTH

[illegible] 028676	
ALWAYS REFER TO THE ABOVE NUMBER	
DATE	[illegible]

REG | MAG	B/L NUMBER	SHIPPING POINT	DATE SHIPPED	CUST. NO.	TERMS	CUSTOMER ORDER NO.
[illegible]	[illegible]	[illegible]	[illegible]	155279	NET 30	[illegible]

[illegible]
[illegible] REDMOND, OR 97756

SHIP TO:
REDMOND OR

SHIP VIA: PICK-UP

QUANTITY	PRODUCT DESCRIPTION	PRICE	*	AMOUNT
[illegible]	[illegible]	195.00		95.00
[illegible]	[illegible] BLASTING CAP	145.00		72.50
50	24 FT DUP CW MS 25	163.00		81.50
50	24 FT DUP CW MS 50	163.00		81.50
1	#20 CONNECTING WIRE 1# SPOOL	5.00		5.00
10	FED IMPOST/SUPERFUND CHG ON DYNAMITES	[illegible]	C	.56
10	FED IMPOST CHG ON DUST CAPS	[illegible]	C	[illegible]

The seller represents that, with respect to the production of the goods and/or the performance of the services covered by this invoice, it has fully complied with all of the

★ PRICE BASIS

PLEASE PAY

REV 3/81

Southwestern Explosive Inc. Midland, Texas

REMIT TO: P.O.B. 5556
MIDLAND, TEXAS 79[illegible]

AMOUNTS PAST DUE ARE SUBJECT TO SERVICE CHARGE OF [illegible] PER MONTH
2%

[illegible] 028439	
ALWAYS REFER TO THE ABOVE NUMBER	
DATE	[illegible]/21/86

RECEIVED
OCT 23
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

REG	MAG		B/L NUMBER	SHIPPING POINT	DATE SHIPPED	CUST. NO.	TERMS	CUSTOMER ORDER NO.
[illegible]	[illegible]	851	[illegible]	[illegible]	[illegible]	[illegible]3219	NET 30	[illegible]

MID-OREGON [illegible]
833 SISTERS [illegible]
REDMOND [illegible] OR 97756

REDMOND

SHIP VIA PICK-UP

QUANTITY	PRODUCT DESCRIPTION	PRICE	★	AMOUNT
500	[illegible] AUSTINITE 15 50 # NCN	15[illegible]		[illegible]6.25
500	FED IMPOST/SUPERFUND CHG ON RUST[illegible]	[illegible]		[illegible]5.00

The seller represents that with respect to the production of the goods and or the performance of the services covered by this invoice it has fully complied with all of the

★ PRICE BASIS
E Each M Per 1000

PLEASE PAY

REV 3/83

[redacted]DER COMPANY

Division of Southwestern Explosive Inc. Midland, Texas

REMIT TO: [illegible]
[illegible]

AMOUNTS PAST DUE ARE SUBJECT TO A SERVICE CHARGE OF PER MONTH

DATE

REG	MAG		B/L NUMBER	SHIPPING POINT	DATE SHIPPED	CUST. NO.	TERMS	CUSTOMER ORDER NO.
351	351	351	[illegible]	[illegible]	[illegible] 7/84	[illegible]	NET 30	

RECEIVED
OCT 29
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

SOLD TO:
[illegible]
RIO-ORE[illegible]
533 SIST[illegible]
REDMOND OR 97756

SHIP TO:
BEND

SHIP VIA: [illegible]

QUANTITY	PRODUCT DESCRIPTION	PRICE	*	AMOUNT
63	16 FT DUP CW MS 50	135.00		[illegible]
40	16 FT DUP CW MS 75	135.00		[illegible]
2	16 FT DUP CW MS 100	135.00		[illegible]
33	24 FT DUP CW BLASTING CAP	145.00		47.85
37	24 FT DUP CW MS 25	145.00		[illegible]
43	24 FT DUP CW MS 50	1[illegible]3.00		[illegible]
218	FED IMPOST CHG ON BLST CAPS	2.50		[illegible]
NOTE:	RETURNED MATERIAL			
	TOTAL CREDIT			325.67CR

The seller represents that, with respect to the production of the goods and/or the performance of the services covered by this invoice, it has fully complied with all of the requirements of the United States Fair Labor Standards Act of 1938, as amended, and of regulations and orders of the United States Department of Labor issued thereunder.

* PRICE BASIS
E - Each M - Per 1000
C - Per 100 T - Per Ton

CUSTOMER FILE

PLEASE PAY THIS AMOUNT ▶ CREDIT MEMO

CL 84-249

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
NOV 2[illegible] 1984
NORMA PAULUS
SECRETARY OF STATE

November 26, 1984

IN REPLY REFER TO
FILE NO.:

CON 5
#9651

R. L. Brown Contractors, Inc.
1929 NE Walnut Drive
Redmond, OR 97756

Dear Mr. Brown:

This will acknowledge your letter dated November 5, 1984, filing a claim against the following Highway Division contract:

FILED BY:	R. L. Brown Contractors, Inc.
AMOUNT:	$13,819.03
AGAINST (Prime contractor)	Mid-Oregon Ready Mix
CONTRACT NO.:	9651
PROJECT:	Linn County Line-Suttle Lake Section, Santiam Highway, Jefferson County
SURETY:	Heritage Insurance Co. of America

We will advise the surety and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Sincerely,

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

cc: Mid-Oregon Ready Mix
PO Box 519
Redmond, OR 97756

Heritage Insurance Co. of America
c/o Surety Bond Specialists
7140 SW Fir Loop
Portland, OR 97223

RECEIVED
NOV 28 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

✓bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

NOTED ON CARD
11-29-84 Jgm

731-0188

R. L. Brown Contractors, Inc.
1929 N.E. Walnut Drive
Redmond, Oregon 97756
(503) 548-5216

November 5, 1984

Mr. Robert Gormsen
Commission Services Office
Transportation Building
Salem, Oregon 97310

Dear Mr. Gormsen:

Re: State Contract #9651 — Linn Co. Line - Suttle Lake Sec.
Federal Aid Project #F-21-3(7) — Santian Highway

Please consider this letter our formal request to file a lien against the bond of Mid-Oregon Ready Mix on the above referenced project in the amount of $13,819.03.

Labor - $ 7,651.76
Trucking - 3,222.00
Profit & G & A - 2,945 27
$13,819.03

Our firm had a subcontract agreement with Mid-Oregon Ready Mix to do the paving on this project.

Sincerely,

Robert L Brown

Robert L. Brown
President

RLB/db

RECEIVED
NOV 6 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

4 CL84-185

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

[illegible]
NORMA PAULUS
SECRETARY OF STATE

September 18, 1984

IN REPLY REFER TO
FILE NO.:

CON 5
#9651

Bryant, Fitch & Filer
Attorneys at Law
P. O. Box 457
Redmond, OR 97756

Attention: Edward P. Fitch

Gentlemen or Ladies:

This will acknowledge your letter of August 27, 1984, on behalf of Reed Trucking filing a claim against the following Highway Division contract:

FILED BY:	Reed Trucking
AMOUNT:	$24,679.44
FOR:	Hauling of material
AGAINST:	
(Prime contractor)	Mid-Oregon Ready Mix
CONTRACT NO.:	9651
PROJECT:	Linn County Line-Suttle Lake Section, Santiam Highway, Jefferson County
SURETY:	Heritage Insurance Co. of America

We will advise the surety and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your client's claim has been paid.

RECEIVED
SEP [illegible]
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

cc: Mid-Oregon Ready Mix
P. O. Box 519
Redmond, OR 97756

Heritage Insurance Company
of America
7140 S. W. Fir Loop
Portland, OR 97223

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

ED
9-26-84

731-0188

BRYANT, FITCH & FILER
ATTORNEYS AT LAW
888 WEST EVERGREEN AVENUE
P. O. BOX 457
REDMOND, OREGON 97756-0103
TELEPHONE [503] 548-2151

RONALD L. BRYANT
EDWARD P. FITCH
DAVID ALLEN FILER
JANINE A. CURTIS

CUNNING & BREWSTER
1925-1955
COPENHAVER, LARKIN & BRYANT
1965-1969
BRYANT, EDMONDS & ERICKSON
1974-1975
BRYANT & ERICKSON
1976-1983

August 27, 1984

Mr. Bob Gormsen
Commission Services, Room 121
Transportation Building
Salem, Oregon 97310

Re: Mid Oregon Ready Mix
State Highway Contract No. 9651

Dear Mr. Gormsen:

This letter will confirm our conversation wherein I indicated that our client Reed Trucking, has a claim against Mid Oregon Ready Mix for services performed on State Highway Contract No. 9651. I am enclosing a copy of an amended complaint that was filed in the Circuit Court of Deschutes County regarding those claims.

The total of the claims against Mid Oregon Ready Mix comes to $24,679.44. As you can see by the complaint, those monies cover the hauling of rock materials and asphalt from the work sites on Oregon State Highway No. 22, as well as reimbursement for damages to the trucks of Reed Trucking at the site.

If you have any questions regarding this, Mr. Gormsen, please feel free to contact my office. It is my understanding you will be contacting not only Mid Oregon Ready Mix, but also the surety company. Thank you for your assistance regarding this.

Very truly yours,

BRYANT, FITCH & FILER

Edward P. Fitch

EPF:sk

Enclosure

cc: Reed Trucking Company

RECEIVED
AUG 30 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF DESCHUTES

JOSEPHINE REED, WADE REED, and RICK REED, doing business as J.W. & R. REED TRUCKING CO.,

Plaintiffs,

v.

REDMOND READY MIX, INC., an Oregon corporation,

Defendant.

Case No. 36348

AMENDED COMPLAINT

PLAINTIFF ALLEGES FOR A FIRST CLAIM OF RELIEF:

I.

At all material times, plaintiffs were doing business under the assumed business name of J. W. & R. Reed Trucking Co.

II.

At all material times, Redmond Ready Mix, Inc., was an Oregon corporation doing business under the assumed business name of Mid Oregon Ready Mix.

III.

In June of 1983, plaintiff and defendant entered into an agreement whereby plaintiff hauled rock materials and asphalt from work sites of the defendant on Oregon State Highway 22 at Suttle Lake (State Highway Job #360) and at property owned by American Forest Products, Inc., in Crook County, Oregon. Defendant agreed to pay plaintiff at an hourly rate of $32.00 for all work performed and for plaintiff's fuel costs.

/////

IV.

Pursuant to the terms of that agreement, plaintiff hauled material for the defendant between June 30 and September 26, 1983, and performed all of its obligations under the terms of the agreement.

V.

On September 26, 1983, there was a balance due and owing to the plaintiff from the defendant of $20,420.

VI.

Defendant agreed to pay interest on all accounts past due at the rate of 10% per annum.

VII.

Plaintiff has made demands upon defendant for payment of the account. However, no part of that sum has been paid.

FOR A SECOND CLAIM OF RELIEF:

VIII.

Plaintiff realleges paragraphs I, II, III, IV, and V.

IX.

In addition to the agreement between the parties referred to above, defendant represented to the plaintiff that the size of the rock to be hauled from the Suttle Lake site would be 1-1/2 feet in diameter or less. Defendant and plaintiff agreed that if larger rocks were hauled, defendant would pay for damages to plaintiff's truck boxes caused by larger rocks. Defendant also agreed that if any of plaintiff's truck boxes were damaged beyond repair, defendant would pay 50% of the costs for replacing said box with a good used box.

X.

During the contract period referred to above, plaintiff incurred actual repair costs to plaintiff's truck boxes in the sum of $759.44. Plaintiff also lost the use of the truck box in Truck #43. Fifty percent of the replacement cost for said box is $2,500. Plaintiff also incurred damage to the truck box in Truck #74 in the amount of $1,000.

XI.

The damage to the truck boxes as set forth in paragraph X were caused by defendant because the rock material hauled by plaintiff was in excess of 1-1/2 feet in diameter and defendant is liable therefor.

XII.

Plaintiff has performed all of its obligations under the terms of the agreement.

XIII.

Plaintiff has made demand upon defendants for payment, but no sum has been received.

WHEREFORE, plaintiff prays for a judgment against defendant as follows:

(1) For the sum of $20,420.00 on plaintiff's first cause of action, plus interest at the rate of ten percent (10%) per annum from September 26, 1983, until paid.

(2) For the sum of $4,259.44 on plaintiff's second cause of action.

(3) For plaintiff's costs and disbursements incurred herein.

EDWARD P. FITCH, OSB #782026
Of Attorneys for Plaintiff

RECEIVED
AUG 29 1994
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CERTIFICATE - TRUE COPY

I hereby certify that the foregoing copy of AMENDED COMPLAINT is a complete and exact copy of the original.

Dated August ____, 1984.

Of Attorneys for Plaintiff

CERTIFICATE OF SERVICE

Mailing

I hereby certify that I served the foregoing AMENDED COMPLAINT on David F. P. Guyett, attorney of record for the defendant, by depositing a true copy thereof, certified by me as such, contained in a sealed envelope, with postage paid, addressed to said attorney at said attorney's last known address, to-wit: Mr. David F. P. Guyett, Attorney at Law, P. O. Box 83, Bend, Oregon 97701, and deposited in the post office at Redmond, Oregon, on said day.

Dated August ____, 1984.

Of Attorneys for Plaintiff

RECEIVED
AUG 20 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

DAVE FROHNMAYER
ATTORNEY GENERAL

WILLIAM F. GARY
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
GENERAL COUNSEL DIVISION
113 Transportation Building
Salem, Oregon 97310
Telephone: (503) 378-4259

September 14, 1984

Heritage Insurance Company of America
c/o Surety Bond Specialists
7140 SW Fir Loop
Portland, OR 97223

Re: Contract #9651

This is to advise you that the contractor has assigned $13,000.00 due under this contract to Chevron U.S.A., Inc., P.O. Box 220, Seattle, WA 98111. This is also to advise you that the federal government has filed a notice of levy for taxes in the amount of $83,254.64. The Highway Division has already paid garnishments to the federal government in the amount of $20,113.05. The Highway Division has also paid to the Oregon State Employment Division garnishments in the amount of $7,660.34 and $2,219.50. The Highway Division received an additional garnishment of $1,491.95 from the Oregon Employment Division on August 13, 1984. There is approximately $7,000.00 due the contractor under the present progress payment. From the garnishments and levies that are on hand, it is apparent that the contractor will not receive any of this progress payment.

I am placing you on notice on behalf of the Highway Division of the possible problems with this contract, as you are the Surety that has the performance bond under the contract. From the records, it indicates that there is approximately $200,000.00+ worth of work yet to be performed under the contract, and with the levies and garnishments and assignments that are of record, it would appear that the contractor may have some difficulty in completing the job.

This notice is simply for your information. If you have any questions regarding the matter, please do not hesitate to call me at 378-4259.

Sincerely,

JACK L. SOLLIS
Assistant Attorney General

JLS:skn

cc: Jan Peterson
Robert Gormsen

ED
9/17/84

Contract 4651

Form 668-A
(Rev. February 1981)

D[illegible]tment of the Treasury — Internal Revenue Service

Notice of Levy

he taxpayer named at the bottom of this notice owes the United States ▶ $ 100,723.00

See Part 5—Instructions for responding

Date
July 9, 1984

Originating District
Portland, Oregon

To
State of Oregon
Department of Transportation
Highway Division
63055 N. Highway 97
Bend, Oregon 97701

Kind of Tax	Tax Period Ended	Date of Assessment	Taxpayer Identification Number	Unpaid Balance of Assessment	Statutory Additions	Total
941	09-30-83	04-09-84	93-0621916	$46,572.91	$ 1,892.39	$48,465.30
941	12-31-83	04-09-84		38,911.47	1,647.24	40,558.71
941	03-31-84	06-18-84		5,019.06	63.58	5,082.64
940	12-31-83	06-11-84		6,524.35	92.00	6,616.35
				Total amount due ▶		$100,723.00

Chapter 64 of the Internal Revenue Code provides a lien for the above tax and statutory additions. Demand has been made on the taxpayer for the above amount. The taxpayer has neglected or refused to pay. The amount is still due, owing, and unpaid. All property, rights to property, money, credits, and bank deposits now in your possession and belonging to this taxpayer (or for which you are obligated) and all money or other obligations owing from you to this taxpayer, are levied upon for payment of the tax plus all additions provided by law. Demand is made on you for the amount necessary to pay this tax liability or for any smaller sum that you owe this taxpayer, to be applied as a payment on this tax liability. Checks or money orders should be made payable to the Internal Revenue Service.

Signature

Title
Revenue Officer

Office Address Suite 152 A Red Oaks Square
1230 NE 3rd Street, Bend, Oregon

Telephone Number
(503) 388-6739

Name and address of Taxpayer

Redmond Ready Mix, Inc.
Mid-Oregon Ready Mix
PO Box 519
Redmond, Oregon 97756

Certification of Service

I certify that this notice of levy was served by delivering a copy of it to the person named below.

Name

Title
Project Manager

Date and Time
07 09 84 3:45 PM

Signature of Revenue Officer or Service Representative

Part 2 — To be kept by addressee

Form 668-A (Rev. 2-81)

cc Sullas
Hwy acctg has a copy

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-21-3(7)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Jefferson

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 20154

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAR 12 '84
REFER TO Potter
FOR

Info	Inv.	R/D	D/R	S.R	Act

Orig to
3/13

7. DATE AUTHORIZATION EFFECTIVE 12/7/83

8. FEDERAL ROUTE NUMBER Primary 21

9. STATE ROUTE NUMBER Primary 16

10. GENERAL LOCATION:

Linn County Line - Suttle lake Section

11. GENERAL DESCRIPTION OF WORK

Construct, as needed, temporary rock wearing surface

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS

☒ CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS

☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 12/7/83 as requested in Mr. Fredrickson's letter of 2/16/84 as being cost effective for the use of State forces to proceed with the above work. State Force Order No. 2 is approved for a TEC of $5,000, Federal Funds $4,407.

14. DATE 2/27/84

15. SIGNATURE OF APPROVING OFFICIAL G. K.

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

FRANK P. SANTOS, P.C.
A PROFESSIONAL CORPORATION
LAWYER
SUITE 101 TARLETON BUILDING
619 MADISON STREET
MAILING ADDRESS, P.O. BOX 630
OREGON CITY, OREGON 97045

FRANK P. SANTOS, P.C.

PHONE: 656-1946
AREA CODE 503

December 14, 1983

[illegible]

State of Oregon
Department of Transportation
Salem, OR 97310

K

Gentlemen:

Please be advised that under the provisions of the Oregon Tort Claims Act, ORS 30.260, et seq. and in behalf of my client, Mrs. Darlyne Cochell, notice is hereby given of a claim against the State of Oregon in behalf of Mrs. Cochell for medical expenses incurred and injuries sustained by Mrs. Cochell to her back at the blasting site on Santiam Highway above Blue Lake at a time when Mr. and Mrs. Cochell were driving their pickup and trailer headed west towards I-5 and Salem on an upgrade. Our position is that the State of Oregon and Mid-Oregon Ready Mix were negligent and are both jointly and severally liable.

I understand that this job was being done with and for the state by Mid-Oregon Ready Mix of Redmond, Oregon, with plants in both Redmond and Bend, Oregon. This accident occurred on Friday, August 19, 1983 between the hours of 10:00 and 11:00 a.m.

Mrs. Cochell was injured due to the effects of blasting being conducted on the hillside resulting in the loosening of large boulders which fell down striking the vehicle in which Mrs. Cochell was a passenger, after the flag person had directed the Cochell vehicle to proceed.

This notice is intended to give you all the information as required under the provisions of ORS 30.275 and you are invited to contact the undersigned in the event you have any questions or need any additional information, which we will gladly furnish. We anticipate, without full medical information available as yet, that Mrs. Cochell's damages may not exceed $100,000, for which demand is hereby made.

Our demand against the State of Oregon is, of course, limited by statute, and is not intended to be construed as the full amount of damages Mrs. Cochell may be entitled to or seek.

Sincerely,

FPS/bb
cc: Mrs. Darlyne Cochell

DATE: December 13, 1983

TO: Oregon Transportation Commission CON

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Linn County Line-Suttle Lake Section
Santiam Highway, Jefferson County
Contract No. 9651

This federal-aid slope stabilization project is approximately 75 percent finished, with completion anticipated next spring. At the present time it appears that the final cost will exceed the project authorization by $218,000.00 or 39.9 percent.

After work started on the project, the material was found to be more unstable than had been anticipated, causing large boulders to roll onto the roadway and at times to the resort area below the work. For safety reasons it was deemed necessary to add another bench in the cut slope. This also necessitated the clearing area beyond the original limits. These items added nearly $88,000.00 to the cost of the project.

Chain link mesh mat was installed over the upper talus slope above the hard rock line. This work was required for safety reasons, protecting workmen during construction and also protecting the traveling public during construction and after completion of the project. This work added approximately $25,300.00 to the cost of the project.

Utilization of material excavated from near the easterly end of the project to widen shoulders on the southerly side through most of the length of the job afforded the opportunity to provide much-needed additional lane width for increased safety through this confined area. Additional quantities of base and paving materials added approximately $32,500.00 to the cost of the project.

Additional flagging time was required in order to properly protect traffic and workmen through performance of the increased work described above. Flagging is expected to add $32,000.00 to the cost of the project. Construction engineering to handle the increased work is also expected to increase by approximately $10,000.00.

The project was planned to be completed in the fall of 1983, but due to the added work, this will not be accomplished. Some signing will have to be removed for the winter and reinstalled next spring. Together with other remobilization costs, including additional protection and direction of traffic, this is expected to add approximately $30,000.00 to the cost of the project.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

I recommend that the authorization be increased by $218,000.00 to a new total of $764,009.91. This matter will be on the consent calendar for the December 20 meeting.

COM/LET/1 jc

bc: Fred D. Miller
R. W. Gormsen
C. T. Keasey
V. E. Skoog
C. O. Fredrickson
George Bell

STATE OF OREGON **INTEROFFICE MEMO**

Highway Construction 378-6386 CON 5

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: December 6, 1983

FROM: fr Duane O. Christensen
O. B. Jackmond
Contract Administration Engineer

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
DEC 7 '83
REFER TO
FOR
Info Inves R/D D.R Sign Act File

SUBJECT:
Request for Increase in Project Authorization
Linn County Line-Suttle Lake Section
Santiam Highway, Jefferson County
Contract No. 9651

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Additional flagging time was required in order to properly protect traffic and workmen through performance of the increased work described above. Flagging is expected to add $32,000 to the cost of the project. Construction engineering to handle the increased work is also expected to increase by approximately $10,000.

The project was planned to be completed in the fall of 1983, but due to the added work, this will not be accomplished. Some signing will have to be removed for the winter and reinstalled next spring. Together with other remobilization costs, including additional protection and direction of traffic, this is expected to add approximately $30,000 to the cost of the project.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $218,000.00. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:HHP:mk

Attach.

cc: C. O. Fredrickson
W. W. Robertson
R. D. Church
D. E. Swan

COM/MEM/1

July 13, 1983

Ferder, Ogdahl & Souther
Attorneys at Law
570 Liberty St., SE, Suite 240
Salem, OR 97301

#9651

Attention: Paul M. Ferder

Re: Contract No. 9651
Mid-Oregon Ready Mix

Gentlemen:

After receiving your letter of June 27, I discussed it with our Chief Counsel, Mr. Sollis. He indicated that the specifications you referred to are not relevant.

The contract has been fully executed by the contractor and is in our hands. It was handled in the standard manner.

The bid opening date was May 26, 1983.
The award date was June 3, 1983.
The signed contract was returned on June 17, 1983.

The contract was signed by the State Highway Engineer and the Chief Counsel on July 13, 1983.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

RWG:bk

cc: SCCI, Inc.
South 611 Dishman-Mica Road
Spokane, WA 99206

bc: Jack Sollis
H. S. Coulter

Dave Sanders - P.S. Attached is a copy of the performance bond and power of attorney.

FERDER, OGDAHL & SOUTHER

ATTORNEYS AT LAW
570 LIBERTY ST. S.E. SUITE 240
SALEM, OREGON 97301

TELE. (503) 585-9197

PAUL M. FERDER
W. WALLACE OGDAHL
MERRI L. SOUTHER
STEPHEN H. KEUTZER
WILLIAM D. BRANDT
D. OLCOTT THOMPSON

June 27, 1983

HAND DELIVERY

Director
Commissioner of Services
Department of Transportation
State of Oregon
Transportation Building
Salem, OR 97310

Attn: Robert Gormsen

Re: Linn County Suttle Lake Section
Santiam Highway/Jefferson County
Contract No. 9651

Dear Mr. Gormsen:

Please be advised I represent Stanley Construction Co., Inc. which bid the above entitled project in the latter part of May, 1982. It is my understanding that SCCI was the second lowest bidder for this project. From my conversations with Harry Stanley, President of SCCI, I am advised that Midore Redimix was the low bidder on this contract.

According to the rules and regulations contained in Red Book, 1974 Addition, Midore Redimix had approximately 10 days from the date the contract was awarded to perfect its bond. The contract was sent out on June 7, 1982, and as of this date Midore Redimix has not complied with provisions 102.10, 103.06, and 103.07 of the rules and regulations.

Mr. Stanley on behalf of SCCI wishes to protest any future award that may be given to Midore Redimix as a result of its failure to comply with the above mentioned restrictions. I will be contacting you in the near future in an effort to discuss this matter further.

Very truly yours,

FERDER, OGDAHL & SOUTHER

PAUL M. FERDER

PMF/deh
cc: SCCI

RECEIVED
JUN 28 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

FERDER, OGDAHL & SOUTHER

PAUL M. FERDER
W. WALLACE OGDAHL
MERRI L. SOUTHER
STEPHEN H. KEUTZER
WILLIAM D. BRANDT
D. OLCOTT THOMPSON

ATTORNEYS AT LAW
570 LIBERTY ST. S.E. SUITE 240
SALEM, OREGON 97301

TELE. (503) 585-9197

June 27, 1983

CERTIFIED MAIL
RETURN RECEIPT

Director
Commissioner of Services
Department of Transportation
State of Oregon
Transportation Building
Salem, OR 97310

Attn: Robert Gormsen

Re: Linn County Suttle Lake Section
Santiam Highway/Jefferson County
Contract No. 9651

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Mr. Stanley on behalf of SCCI wishes to protest any future award that may be given to Midore Redimix as a result of its failure to comply with the above mentioned restrictions. I will be contacting you in the near future in an effort to discuss this matter further.

Very truly yours,

FERDER, OGDAHL & SOUTHER

PAUL M. FERDER

PMF/deh
cc: SCCI

RECEIVED
JUN 29 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

STANLEY CONSTRUCTION CO. INC.

South 611 Dishman-Mica Road, Spokane, WA 99206
509-924-6422

27 June 1983

NOTED
H. S. COULTER

6/30
Bob Gormsen
will answer.

RECEIVED
STATE HWY ENGR
JUN 29 '83
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

Mr. Robert Gormsen
Director of Commission Services
Oregon State Department of Transportation
Transportation Building
Salem, OR 97310

RE: Linn Co. Line - Suttle Lake Section
Santiam Highway Jefferson County
Project Number F-21-3(7) Contract 9651

Dear Mr. Gormsen,

It has come to our attention that there are some irregularities in the execution of the contract and performance bond according to the Oregon Standard Specifications for Highway Construction Section 102 Paragraph 102.10 and Section 103 Paragraphs 103.06 and 103.07 for the above mentioned project.

According to the numerous phone conversations with your office it was discovered that the contract was sent out to be executed on 7 June 1983 and due to an irregularity in the performance bond sent back to Mid-Oregon Redi-Mix on June 24, 1983. Please be advised this is our formal protest to the award of contract to Mid-Oregon Redi-Mix in that the ten day requirement for a fully executed performance bond has not been met.

As the next lowest bidder, SCCI, INC. is ready to execute a performance bond and prepared to commence work immediately upon your notification.

Rec'd phone call from Sanders
6/29 – had Gormsen
return call –
HSC

Sincerely,

Dave Sanders

Dave Sanders
SCCI, INC.

cc: H.S. Coulter, State Highway Engineer, Oregon
Paul Ferder, Attorney at Law
George Schroeder, Fred S. James, Co.
Korbin & Meyer, Attorneys at Law

DWS/ld

9651 7 - [illegible] 3

Contract #
9651

7-8 To Fran,

as per Dale Hermann, I gave Harry B. Stanley of SCCI a copy of the Perf. Bond on Cont # 9651 - Mid Ore. Ready Mix - (before it was fully signed) also a copy of the Cert of Ins.

Darlene Carda

NOTED
FRAN NEAVOLL

9651

8

U.S. Department
of Transportation
**Federal Highway
Administration**

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project F-21-3(7)
Linn County Line - Suttle Lake Section
Santiam Highway
Exceptions to Minimum Design Criteria

Date. May 27, 1983

From: Division Administrator

Reply to Attn. of: HFO.2-OR

NOTED
H.S.COULTER

To: Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

[illegible]
R.

Mr. D. R. Adams' May 6, 1983, letter outlined the design criteria utilized in the design of this 3R project. Exceptions to the minimum design criteria involve roadway width.

The total improvement, proposed for construction in stages, is a section 6.5 miles in length with an ADT of 2,900. The subject project, 2.5 miles in length, will alleviate a rockfall problem. The typical section proposed is two 12-foot travel lanes with 2-foot shoulders (rockfall section) and three 12-foot lanes with 4-foot shoulders (remaining climbing lane section). These proposed projects will provide a rock fallout area, a climbing lane, guardrail protection, realignment of two curves, wider shoulders and increased safety, since the present fills are narrow, steep and without guardrail.

Considering these improvements, the high cost and waste problem involved in obtaining standard widths in this mountainous terrain and the compatibility with the adjacent sections, I concur in the proposed exceptions to the minimum design criteria.

G. K. Hossner
for Dale E. Wilken

cc:
OSHD (D R Adams)
OSHD (G Potter)

RECEIVED
STATE HWY ENGR
JUN 2 '83
REFER TO
FOR
Info Invest R/D D/R Sign Act File

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

May 6, 1983

In Reply Refer to
File No.:

DES 16

RECEIVED
STATE HWY ENGR
MAY 9 '83
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

NOTED
H.S.COULTER

Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center St., N.E.
Salem, OR 97301

Attention: Glenn K. Hossner

[illegible]

Linn Co. Line-Suttle Lake Section
Santiam Highway
Jefferson County

The present project is the first stage of a proposed improvement to the section from M.P. 80.8 to M.P. 87.3 by widening, paving, providing turnouts, a climbing lane, guardrail protection and the realignment of two curves. The typical section proposed is two 12-foot lanes with 2 to 4-foot shoulders. A 12-foot climbing lane for westbound traffic is proposed form M.P. 81.2 to M.P. 84.9. The improvement is proposed for construction in stages, as funds become available. This section is 6.5 miles in length and has an ADT of 2,900.

The current project, from M.P. 82.7 to M.P. 85.14 is intended to alleviate a rockfall problem in a cut left of M.P. 84.97 to M.P. 85.10 by excavating a fallout area and bench section. The excavation material will be used to widen roadway embankment areas in preparation for the future climbing lane. The widening will provide wider shoulders and increased safety, since the present fills are narrow, steep and without guardrail.

The typical section proposed of two 12-foot travel lanes with 2-foot shoulders for the two lane section and three 12-foot lanes with 4-foot shoulders for the climbing lane section is the maximum width that can be obtained within the existing roadway prism. Additional width would require moving large amounts of earthwork, obtaining additional right-of-way width and increase the costs substantially.

The typical sections proposed are compatible with adjacent sections and will adequately serve the traveling public for the foreseeable future.

This letter is submitted as documentation on the exception to minimum design criteria as set forth in the "Geometric Design Standards For Highways Other Than Freeways, AASHTO 1969."

This project is presently on the May 26, 1983 contract letting schedule.

J. H. Versteeg
Road Design Engineer

By

Donald R. Adams, P.E.
Final Design Engineer

FE:rw
cc: H. S. Coulter
E. S. Hunter
Gary Potter
F. E. Terpin
C. O. Fredrickson
S. H. Macnab
Fred Eriksen

r11 9651

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-21-3(7)

8

2. STATE PROJECT NO. See below

2A. COUNTY NAME Jefferson

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 20154

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 5/4/83

8. FEDERAL ROUTE NUMBER Primary 21

9. STATE ROUTE NUMBER Primary 16

10. GENERAL LOCATION:

Linn County Line - Suttle Lake Section

11. GENERAL DESCRIPTION OF WORK

Grading, guardrail, and high type pavement

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)* Permanent Pavement Striping S.F. $1,600

13. REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Potter's 5/2/83 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $602,523 Federal Funds $531,122.

A signed copy of the Title Sheet is returned herewith.

RECEIVED
STATE HWY ENGR
MAY 17 '83
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

14. DATE 5/4/83

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

[illegible] 8

U.S. Department
of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project RF-F-196(31)
Linn County Line-Suttle Lake Section
Santiam Highway
Jefferson County

Date: April 25, 1983

From: Division Administrator

Reply to Attn. of: HFO.2-OR

To: Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

Mr. D. R. Adams' April 19, 1983 letter proposes to salvage approximately 80 concrete posts from 1,000 feet of existing guardrail that will be removed and replaced on this project. The posts are an obsolete design and are assumed to have no salvage value. Some State agencies have however, found various uses for these concrete posts.

We concur that it is in the public interest to salvage and stockpile these posts in the State Maintenance yard located approximatley 2.5 miles west of the westerly end of this project.

G. K. Hossner
for Dale E. Wilken

cc:
OSHD (D R Adams)
OSHD (D E Swan)

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
APR 27 '83
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Schwartz [illegible]
Cy [illegible]
4/27

16

STATE OF OREGON **INTEROFFICE MEMO**

TO: J. H. Versteeg
Design Engineer

DATE: April 20, 1983

FROM: Warren Richards
Cost Engineer

SUBJECT: Steel Fiber Shotcrete

While checking prices for the application of pneumatically applied martar on the upcoming Linn County Line-Suttle Lake project, I was advised by a shotcrete contractor of potential savings by using steel fibers instead of mesh. The contractor claimed the cost would be much lower due to:

(1) The cost to furnish and place the mesh reinforcing would be eliminated;

(2) The application rate is faster and there is less waste due to rebound without the mesh; and

(3) The application thickness can be greatly reduced (this, I assume, is due to higher strength of fiber shotcrete, elimination of the need to provide cover for the mesh, and the contour of the existing surface can be followed more closely thus providing a more uniform thickness).

The contractor claimed the rusting of the fibers does not penetrate into the shotcrete any significant depth but stainless steel fibers could be used if surface rusting was a problem.

He said the Washington Highway Division used this method on a project that sounded similar to the Linn County Line-Suttle Lake job. Steel mesh had been specified by the contract but was changed to fiber reinforcing. The only name he had for the project was Union Gap.

Attached is a copy of a report on the method sent to me by a supplier. I thought possibly you and Walt Hart might be interested in looking it over.

WR:cb

Att.

cc: C. T. Keasey
Walt Hart

Look interesting.
A.

?
1 Versteeg ✓
Anderson
2 Adams
3 Macnab
Stoudenmeyer
Terpin
Trout
Wakerlig

RECEIVED
APR 21 198
ROAD DESIGN SECTION

Do Not File ✓
Return to
Bring Up
Action Forward to Walt Hart
FORWARDED To Hart 5/11/3
MC

81-125-1307

9

GENERAL FILES

1859

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
DES 16

April 19, 1983

RECEIVED
STATE HWY ENGR
APR 20 '83
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	

NOTED
H.S.COULTER

Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street N.E.
Salem, OR 97301

Attention: Glen K. Hossner

Linn County Line-Suttle Lake Section
Santiam Highway
Jefferson County

It is proposed to replace approximately 1,000 feet of existing guard rail on the project. This length of guard rail is on concrete posts which are obsolete by current standards. It is assumed there may be about 80 of these posts.

Some state agencies have found various uses for these concrete posts. We believe it is in the public interest to salvage this material and make it available for use by the state.

We propose to specify the posts be salvaged and stockpiled in the State Maintenance stockpile at M.P. 80.2. This site is about 2.5 miles west of the westerly end of the project. The concrete posts are assumed to have no salvage value since they are an obsolete design.

We solicit your concurrence that it is in the publics interest for the state to acquire this material.

This was discussed with and tentatively approved by Mr. Glenn Hossner of the FHWA.

Form 734-3122

The project is presently on the May 26, 1983 contract letting schedule.

J. H. Versteeg
Road Design Engineer

By

Donald R. Adams, P.E.
Final Design Engineer

cc: H. S. Coulter
E. S. Hunter
Gary Potter
F. E. Terpin
S. H. Macnab
C. O. Fredrickson
Fred Eriksen

DRA:mg

9451

7

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-21-3(9)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Jefferson

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 30065

6. TO

Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 3-1-83

8. FEDERAL ROUTE NUMBER Primary 21

9. STATE ROUTE NUMBER Primary 16

10. GENERAL LOCATION:

Linn County Line - Suttle Lake Section

11. GENERAL DESCRIPTION OF WORK

Right-of-Way

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION

☒ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Swan's letter of 2-23-83, you are now authorized to proceed with the actual acquisition of File No. 53263 as shown on R/W map 9B-22-12 at a TEC of $2,000, Federal funds $1,763.

Federal participation is limited to that right-of-way actually incorporated in the final location of the subject project.

RECEIVED
STATE HWY ENGR
MAR 7 '83
REFER TO Swan
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Orig to 3/7

14. DATE 3-1-83

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hessner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9651

7

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to-
File No.:

PRO 6-2

Date: February 23, 1983

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: D.E. Swan, P.E.
Acting Program Section Manager

Subject: Project Data Submission
Item No. 30065
Project No. F-21-3(9)
Linn Co. Line-Suttle Lake Section
Jefferson County

Enclosed is data consisting of PR-1 forms, sketch maps and right-of-way map 9B-22-12 for the subject project.

I request authorization to proceed with the actual acquisition of right-of-way all phases at an estimated total cost of $2,000 with an obligation of $1,763 in Federal funds. The right-of-way to be acquired is as outlined in red on the enclosed right-of-way map and does not involve relocation assistance.

A copy of the State Clearinghouse A-95 review conclusions has been previously forwarded.

CL:bks
Enc.
cc: J.B. Boyd
D. Aman
General Files

ROAD DESIGN SECTION 378-655 ROW 3:1

J. E. Loyd, Manager
Right of Way Section

February 2, 1983

J. H. Versteeg
Road Design Engineer

File 53263
Linn County Line-Suttle Lake Section
Santiam Highway
Jefferson County

RECEIVED
Adams
Olson
Sullivan
Turpin
FEB 4 1983
ROAD DESIGN SECTION
Do Not File
Return To
Bring Up
Action

Attached is a description (1 file), an authorization and right of way prints covering right of way required for the subject project, scheduled for March 24, 1983.

By:

W. H. Wakerlig
R/W Descriptions Supervisor

WHW:rlr
Attachments

16

STATE OF OREGON
Highway Division - Region 2

16-1969
INTEROFFICE MEMO
378-2626

TO: E. S. Hunter, P.E.
TECHNICAL SERVICES ENGINEER

DATE: February 2, 1983

FROM: C. O. Fredrickson
C. O. Fredrickson, P.E.
REGION 2 CONSTRUCTION ENGINEER

SUBJECT: Linn County Line - Suttle Lake Section
Phase 1

1 Versteeg ✓
Anderson
2 Adams
Olson
Sullivan
Terpin
Trout
3 Wekerlig

RECEIVED
FEB 8 1983
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up
Action

The subject project is one which has been a high priority with Region 2 as a means of eliminating both a continual maintenance problem and a hazardous condition which could create a major rock slide. We propose to remove a rock outcrop which consists of a massive formation underlaid with degrading rock and a large lens of volcanic ash. Weathering continually erodes this ash seam and the rock directly over it loosens and falls. This action removes support from the predominant mass, and will, at some time, cause it to collapse. I do not believe it possible to predict when this might occur, but the hazard to both the highway user and the property below the highway could be severe.

I agree that it would be desirable to construct the passing lane up the grade since this is a constriction to traffic through this area. At the same time, I believe that the total project should be programmed separately. The work we are proposing will fit into the overall plan and will take care of the immediate problem. The overall project was eliminated from the Six-Year Program three years ago as being too extensive to finance. Its priority should be established in comparison with other projects statewide during the Six-Year Program update next fall.

A drainage problem which has been prevalent on the downhill slope below this rock outcrop will also be improved as part of this project. It will utilize a part of the rock excavation and will fit very well into the Phase 1 work.

As discussed with you this morning by telephone, Region 2 prefers that the project, as proposed, be scheduled for construction this spring. It is currently scheduled for the March 24, 1983, letting.

COF/rgb

cc: W. E. Schwartz
D. E. Allen

E. S. HUNTER

Don proceed, [illegible]

RECEIVED
TECHNICAL SERVICES
FEB 2 '83
REFER TO Versteeg
FOR

Info	Inves	R/D	D/R	Sign	Act	File
✓					X	

16-1969 16

STATE OF OREGON
Highway Division - Region 2

INTEROFFICE MEMO
378-2626

TO: W. E. Schwartz
ASSISTANT STATE HIGHWAY ENGINEER

DATE: January 26, 1983

FROM: Gerald W. Wimer Gerald Wimer
REGION 2 CONSTRUCTION ENGINEER

SUBJECT: Erosion Problem
Linn Co. Line - Suttle Lake
Santiam Highway

This office recommends the resolution of the erosion problem at the easterly limits of the subject project.

This project is presently shown on the March 24 letting schedule at an estimated cost of $532,000. We thought resolution of the erosion problem was included in the project. We submitted appropriate data for its correction.

Design has not included the correction in the final plans and this only now came to our attention. We need right of way from the affected property owner and we have some diversion and accelerated runoff. We should agree with that owner to the reduced erosion protection as recommended by Hydraulics.

May we please have your authorization to include this erosion protection in the plans at the following estimated costs:

Original Program Amount	$600,000
Erosion Control	145,200
Erosion Control Easement	1,000
Total	$746,200

We must also pay approximately $28,500 for the affected timber but I believe this amount is contained in the original planning estimate.

GW/rgb

cc: Virgil Wilson
Don Thurston

RECEIVED
TECHNICAL SERVICES
FEB 1 '83
REFER TO
FOR
Info Inves R/D D/R Sign Act File

NOTED
E. S. HUNTER

Erickson
Note & Copy
This in effect
is OK to go
Need [illegible] OK ?

RECEIVED
STATE HWY ENGR
JAN 26 '83
REFER TO E. Hunter
FOR
Info Inves R/D D/R Sign Act ✓ File

NOTED
W. E. SCHWARTZ

If appropriate
F

81-125-1307

9451

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. RF-196(31)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Jefferson

3. FROM
Dale E. Wilken, Division Administrator
FHWA Oregon Division
Salem, Oregon

4. PROGRAM NO.

5. ITEM NO. RF-104

6. TO
Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 12-22-82

8. FEDERAL ROUTE NUMBER Primary 37

9. STATE ROUTE NUMBER Primary 16

10. GENERAL LOCATION:
LINN COUNTY LINE - SUTTLE LAKE SECTION

11. GENERAL DESCRIPTION OF WORK
Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program change; see below

13. REMARKS

As requested in Mr. Swan's December 13, 1982 letter, I approve the program change adding appropriation code 010 to the subject project. Also, as requested, I approve the revised Preliminary Engineering Costs to a TEC of $122,050; Federal funds $99,199.

(Increase TEC $32,050; Federal Funds $25,059; 78.19 percent.)

RECEIVED
STATE HWY ENGR
DEC 29 '82
REFER TO Moehring
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig to
12/29

14. DATE 12-22-82

15. SIGNATURE OF APPROVING OFFICIAL Robert B. Hathaway

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-73) PREVIOUS EDITIONS MAY BE USED

PROJECT PROSPECTUS
PART 4 - URVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

KEY ID# 16

SECTION Linn County Line - Suttle Lake Rd (Phase I)

REGION 2

SURVEY AUTHORITY

AUTHORIZATION NO. 3

PREFIX 16-1969

DATE 11-3-82

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER		50,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 1,400
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		500
903 LOCAL GOVERNMENT			918 LOCATION		8,500	935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		200
905 FINAL DESIGN		15,000	920 PROGRAM MANAGEMENT		500	937 HYDRAULICS		300
906 BRIDGE DESIGN			921 SPECIFICA-TIONS		3,300	938 REGION ENVIRONMENT		200
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		100	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION		1,000	923 ENVIRONMENTAL SECTION		12,000	950 TRAINING		1,000
910 REGION GEOLOGIST		25,000	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		1,000	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION		550	980 PUBLIC HEARING		1,000
913 RIGHT-OF-WAY LIAISON		500	927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON			932 RAILROAD & UTILITIES					
						TOTALS	$122,050	122,050 $ 122,050
						PREVIOUS AUTHORIZATION		$ 51,850
						ADD. AUTH. REQUIRED		$ 70,200

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER RF-196(31)

LOCATION ENGINEER'S REMARKS

Prepare plans, specifications and cost estimate for rockfall correction project. This project is Phase I of a future project to provide a climbing lane up the hill from the rockfall area. Phase II is to be funded later.

1 Versteeg
Anderson
2/3 Adams WK
Sullivan
Terpin
4

RECEIVED
13 1983
Do not file
Return To
ROAD DESIGN SECTION

Walton

Bring Up

PREPARED BY Don Thurston	DATE 11-3-82	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE
RECOMMENDED, REGION ENGINEER X	DATE 11-4-82	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE 1/5/83
RECOMMENDED, LOCATION ENGINEER X George	DATE 1/4/83	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 4-9-76 5-13-82 12-22-82	

734-1914 (7-82)

16N

STATE OF OREGON
HIGHWAY DIVISION - LOCATION UNIT

INTEROFFICE MEMO
LOC 19
PRO

TO: R. L. Schroeder
Maintenance Engineer

DATE: September 16, 1982

FROM: Frank E. Terpin
Location Engineer F.E. Terpin

RECEIVED
1982
ROAD DESIGN

SUBJECT: Linn County Line-Suttle Lake Section
Santiam Highway
Jefferson County

Ted Litchfield recently wrote you requesting that a general services contract be let to pave the westbound shoulder of the subject section (copy attached). He stated that 50% should be charged to the bikeway fund.

I must inform you that all available bike funds for FY 83 have been programmed. As you may be aware the Transportation Commission adopted a bikeway and footpath program for FY 83 and the 83-85 biennium at their August meeting. We are currently implementing that program. In that program for FY 85 is a project for shoulder improvement from M.P. 80.8 to M.P. 87.1. It was recommended by Region and was placed in FY 85 because of its low priority as a bicycle improvement project.

Attached is a letter from Mr. Bothman stating that the administration does not wish expenditures to exceed the 1% goal.

Near the end of FY 83, if it appears that the 1% goal will not be met, it may be possible to transfer some funds to the project to help meet the goal.

FET:ge
Attachments (2)

cc J. H. Versteeg w/att.
T. W. Litchfield "
J. L. Gunter "

STATE OF OREGON
Highway Division 378-2626

INTEROFFICE MEMO

TO: R. L. Schroeder
Maintenance Engineer

DATE: September 3, 1982

FROM: T. W. Litchfield
Region Maintenance Engineer

SUBJECT: Minor Betterment
Bike Trail - Shoulder Paving
Jefferson County Line
Suttle Lake Section
Santiam Highway
Jefferson County

The above captioned shoulder from the summit of Santiam Pass to Suttle Lake has been prepared by State Forces for paving during the past summer. Completion of the paving of this shoulder will not only make available a suitable climbing lane for bicycles, but will provide a much better situation for plowing snow during the coming winter. The project, as proposed, is too large for State forces and should be contracted at the earliest possible date. The advantage we will gain by having this performed immediately before the coming winter will be very significant and will make travel over this road more safe during the snow season.

Therefore, I request this be let as a general services contract and expedited so the work may be completed during the month of October.

This will be charged to minor betterment and, since there is a significant advantage to highway traffic as well as bicycle traffic, 50% of the total cost should be charged to the bikeway fund.

TWL/bah

cc: F. E. Terpin
J. L. Gunter

RECEIVED
SEP 03 1982
LOCATION
SECTION

REFERRED TO
Shaffer
By Location Engineer

STATE OF OREGON

HIGHWAY DIVISION

INTEROFFICE MEMO

PRO

TO: D. H. Moehring
Program Management Engineer

DATE: August 20, 1982

FROM: Robert N. Bothman
Assistant State Highway Engineer

SUBJECT: Bikeway Program

For the first time, we have an approved Bikeway Program which includes the following six components:

(1) State match

(2) Preliminary engineering

(3) Contract projects

(4) State force work

(5) Cooperative projects

(6) General maintenance

The Commission approved, August 17, a program for FY 1983. I have asked Vern to revise the operating statement to indicate the correct budget and expenditure column which will provide for the bottom line of the approved bikeway budget for FY 1983.

I would like you to set up a report to monitor the six parts of that total budget and see that we live within the budget approved by the Commission. That should be accomplished by either your personnel or Don Shaffer.

Although the budget approved by the Commission exceeds the required one-percent, it is my intent that we set the budget at the estimated one-percent revenue figure. Scott does not desire to overrun the one-percent.

Your objective should be to see that you program a bikeway program costing $1,245,000 in FY 1983.

RNB:lb

cc H. S. Coulter
E. S. Hunter
V. E. Skoog

RECEIVED
TECHNICAL SERVICES
AUG 23 '82

REFERRED TO Shaffer
By Location Engineer

REFER TO [illegible]

FOR

Info	Inves	R/D	D/R	Sign	Act	File
					X	X

H

RECEIVED
AUG 23 1982
LOCATION SECTION

81-125-1387

Contains Recycled Materials

7451

File 16-1969

Don A"

16

STATE OF OREGON

INTEROFFICE MEMO

TO: J. H. Versteeg, P.E.
Road Design Engineer

DATE: May 7, 1982

FROM: C. O. Fredrickson, P.E.
Region 2 Engineer

SUBJECT: Linn Co. Line - Suttle Lake Section
Santiam Highway
Jefferson County
Prefix 16-1969

Received
Please File
A.

1 Versteeg ✓
? 2 Anderson A
Adams
Olsen
3 Sullivan JWS
Terpin
Trout
Waterlig

RECEIVED
MAY 7 1982
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up /
Action

The subject project, as submitted, will involve a water source which supplies both Suttle Lake and Blue Lake. Some information was previously submitted by Don Thurston on the estimated cost of replacement systems.

Please include funds in the contract contingencies to cover the estimated replacement cost of $114,000.

REFERRED TO
Beard Stoudenmeyer
Cole Mann
1 Erikson F.E. Watson FW
Magee Dorn Lou
Return Discuss Do File Due
BY FINAL DESIGN ENGINEER

Do you have Thurstons letter? Lets review on 907.
Vm.

Desgn Team Leader.
Review "spring" problem w/Thurston to determine any effect of on contract work on spring located 200' off job
A.

DT:sr

cc: Frank Terpin
Don Thurston
File

George Wills says the $114,000 is to cover the possibility of the spring diminishing or drying up due to blasting for cut widening near the end of our Linn County Line - Suttle Lake project. The replacement [illegible] is [illegible] [illegible].
8-11-82
F. Erikson

ROAD DESIGN SECTION

DES 16

L. E. George
Traffic Engineer

July 29, 1982

Donald R. Adams
Final Design Engineer

Linn County Line-Suttle Lake Section
Santiam Highway No. 16

1 Verstoeg ✓
Anderson
Adams
3 Olson
2 Sullivan
Terpin
Trout
Wakerlig

RECEIVED
AUG 2 1982
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

Regarding your July 22, 1982 letter, this contract is Phase I of a project which will ultimately be a 3-lane section from Station 203+00 to Station 284+17. The present contract calls for building a fallout area and 2-lane overlay section from Station 320+00 to Station 329+00.

The excess material from the fallout area will be placed at locations as indicated on Sheet 2 of the plans.

The no-work areas from Station 203+00 to Station 284+17 are at present wide enough to accommodate a 3-lane section.

DRA:ja

STATE OF OREGON
Highway - Traffic

INTEROFFICE MEMO
TRA

TO: D. R. Adams
Final Design Engineer

DATE: July 22, 1982

FROM: L. E. George
Traffic Engineer

SUBJECT: Preliminary Plan Review
Linn County Line - Suttle Lake Section
Santiam Highway No. 16

1 ✓
? ✓

RECEIVED
[illegible] 1982
ROAD DESIGN
SECTION

As discussed with you on July 22, 1982, our review of the plans for the subject section has pointed out some operational concerns. As we read the plans, basically, the section from Sta 203+00 to 284+17 will be a 3-lane section. However, there are 3 short (200 ft. to 300 ft.) sections within this overall section, which apparently will only be 2-lane and in one case 2 of these 2-lane sections will be separated by a 250 ft. section of 3-lane highway.

From an operational standpoint, it would be best if the entire section from 203+00 to 284+17 were constructed as a 3-lane section, however, if the terrain prohibits this in the areas from 223+67 to 226+50, 230+00 to 232+50 and 255+17 to 260+00, then we would suggest that the section from 226+50 to 230+00 also be constructed as a 2-lane section.

L E George

L. E. GEORGE - TRAFFIC ENGINEER

DW:np

REFERRED TO
____ Beard ____ Staudenmeyer ____
____ Cole ____ Mann ____
[✓ ____ Erikson] ____ Watson ____
____ Hager ____ Dorn ____ Leu ____
Return [✓ Discuss] Do File Due ____
BY FINAL DESIGN ENGINEER

16-1969

16"

STATE OF OREGON
Highway Division - Region 2

INTEROFFICE MEMO

378-2626

TO: Will Robertson
PROJECT MANAGER

DATE: July 20, 1982

FROM: Gerald Wimer
REGION 2 CONSTRUCTION ENGINEER

ORIGINAL SIGNED BY
GERALD W. WIMER

SUBJECT: Linn Co. Line - Suttle Lake Section
South Santiam Highway

1 Verstoeg ✓
3 Anderson
Adam A.
2 Sullivan
Terpin
[illegible]
[illegible]

RECEIVED
JUL 20 1982
ROAD DESIGN SECTION

Do [illegible]
Return [illegible]
Bring [illegible]
Action

The following information is submitted for your use:

3 rolls -	Reduced Cross Sections
3 sheets -	Picked Slope Line Distances
1 print -	Construction Detail Map

Please stake the clearing limits throughout the Phase 1 work area. As quickly as you complete this staking, please let this office know so that we might have our Forester make a timber cruise prior to the Forest Service cruise.

Our Hydraulics Section is designing an outfall for the culvert at Sta. 327+05. They are proposing a special treatment to alleviate the erosion problem. The proposed treatment will take the water from the outfall of the roadway culvert to the creek connecting Blue Lake and Suttle Lake.

It is anticipated that the work can be confined to the Blue Lake Resort property. Location of the property line will be necessary.

The work will require an easement. The easement/work area will need mapping with horizontal and vertical control. The outfall from the culvert to the creek will need a profile along the proposed pipeline.

The inlet of the roadway culvert at Sta. 327+05 needs a basin to collect the cinders from the ditch line. Whatever is proposed at this inlet should be reviewed with Jack Wills, Section Foreman. Should you need further coordination from this office on this matter, please consult Region Location Supervisor Don Thurston.

We look forward to working with you on the remaining location and construction of Phase 1. As presently arranged, you will work for and report to this Region for that particular project. Other than helping us on this project, you will continue working for Region 4.

GW/rgb
cc: C. T. Keasey, Dale Allen
Jack Sullivan, Virgil Wilson
John Gunter, Don Thurston

CC: Dick Lenz, Hydraulics Unit

REFERRED TO
Beard Stoudenmeyer
Cole Mann
2 Erikson F.E. 1 Watson W
Hager Dorn Leu
Return Discuss Do File Due
BY FINAL DESIGN ENGINEER

Contains Recycled Materials
81-125-1387

SP*75683-125

FINDING OF NO SIGNIFICANT IMPACT

LINN COUNTY LINE - SUTTLE LAKE ROAD
SANTIAM HIGHWAY

(STATE HIGHWAY 126, U.S. HIGHWAY 20)
JEFFERSON COUNTY, OREGON

Federal Highway Administration
and
Oregon State Department of Transportation

May, 1982

FEDERAL HIGHWAY ADMINISTRATION
"FINDING OF NO SIGNIFICANT IMPACT"

for

Oregon Project RF-196(31
SANTIAM HIGHWAY

LINN COUNTY LINE - SUTTLE LAKE ROAD

Jefferson County

The FHWA has determined that this project will not have any significant impact on the human environment. This "Finding of No Significant Impact" is based on the attached Environmental Assessment which has been independently evaluated by the FHWA and determined to adequately and accurately discuss the environmental issues and impacts of the proposed project. It provides sufficient evidence and analysis for determining that an Environmental Impact Statement is not required. The FHWA takes full responsibility for the accuracy, scope, and content of the attached Environmental Assessment.

5-6-82
Date

E J Valach
Responsible Official

Prgm Development Engr
Title

LINN COUNTY LINE-SUTTLE LAKE ROAD SECTION
SANTIAM HIGHWAY
(STATE HIGHWAY 126, U.S. HIGHWAY 20)
JEFFERSON COUNTY, OREGON

ENVIRONMENTAL ASSESSMENT
(Revised April, 1982)

U.S. DEPARTMENT OF TRANSPORTATION

Federal Highway Administration
and
Oregon Department of Transportation

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Linn County Line-Suttle Lake Road Section
Santiam Highway
Jefferson County, Oregon

PROJECT DESCRIPTION

The proposed project involves upgrading 6.7 miles of the Santiam Highway (State 126, U.S. 20) from approximately 2,000 feet west of the Linn-Jefferson County line eastward to the Lake Creek Bridge. See Location Map, Figure 1. Elevation of the existing highway ranges from 4,817 feet at the crest of the Cascade Range (county line) to about 3,443 feet at the east terminus, giving the alignment an overall gradient of about 4 percent. This low route across the mountains lies within the topographic feature known as the Santiam Pass, a part of the Deschutes and Willamette National Forests.

Improvements proposed for the project include a 3.7 miles-long slow vehicle lane in the west part, modifying four curves, rockfall correction, guard rails and culverts, three slow vehicle turnouts, seven emergency parking areas, and resurfacing. The west terminus will complement the existing two-lane highway having a slow vehicle lane in both directions, whereas the east terminus will complement the existing two-lane highway having no slow vehicle lane. Most of the east half will remain two-lane, but will have the safeguards of slow vehicle turnouts and emergency parking areas. See Impact Map, Figure 2.

PROJECT PURPOSE

The purpose of the project is to reduce the high accident rate and improve traffic flow by means of the improvements enumerated above. See the Traffic and Safety section for additional information supporting the need for this project.

PROJECT ALTERNATIVES

The two alternatives are evaluated as follows:

FIGURE 1

LOCATION MAP

Linn County Line-
Suttle Lake Section

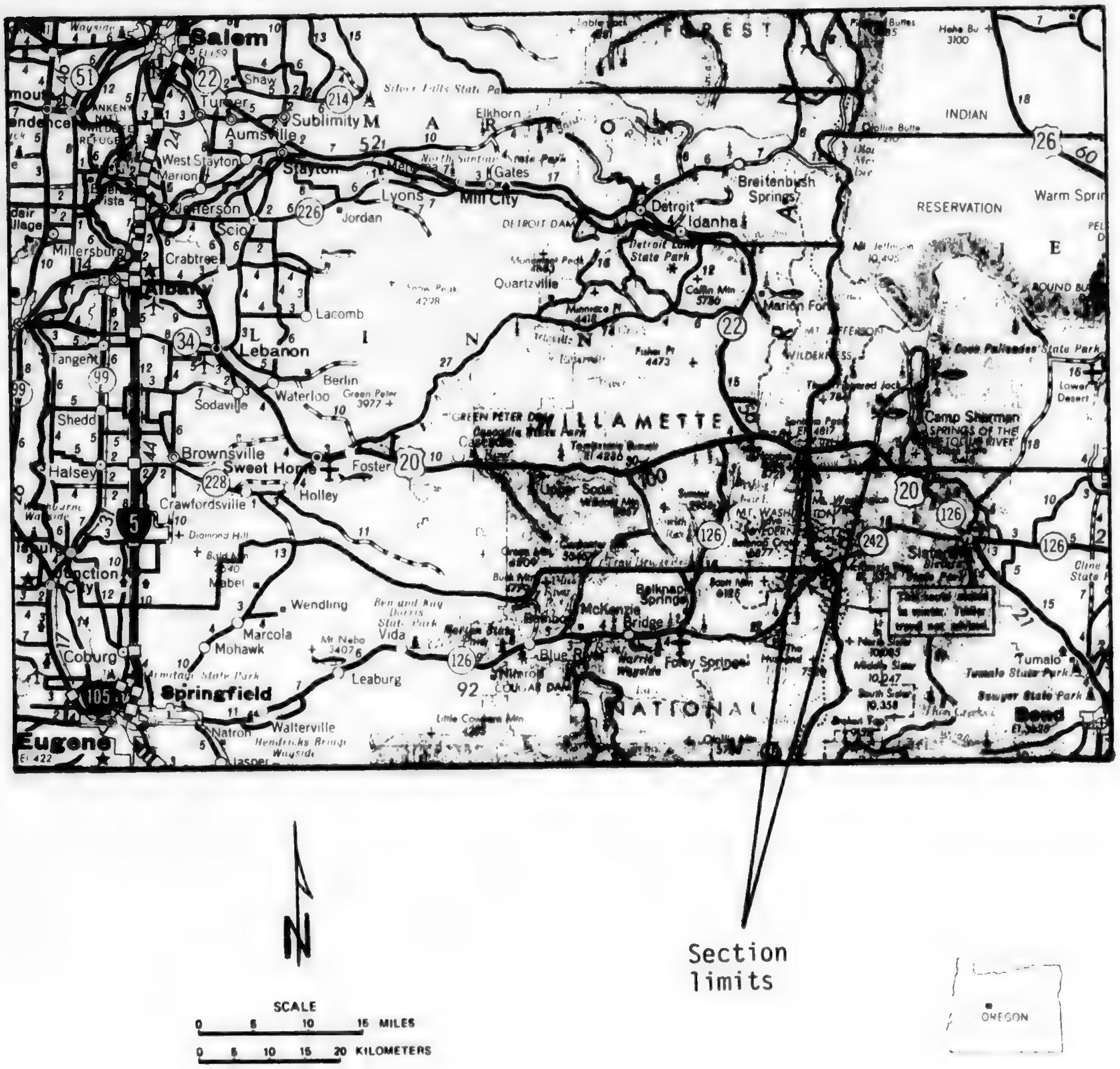
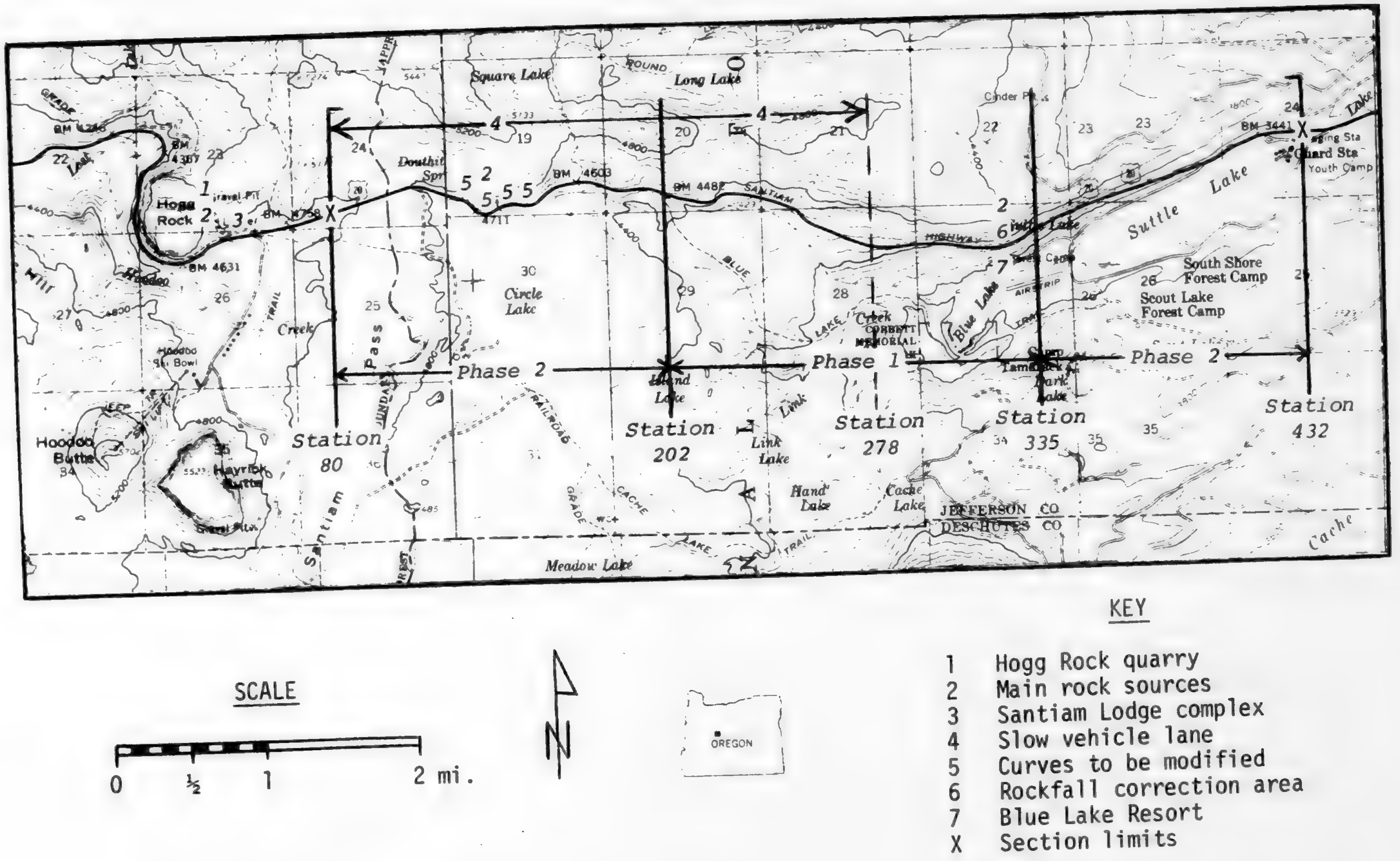

Salem
Sublimity
Aumsville
West Stayton
Stayton
Marion
Jefferson
Lyons
Jordan
Mill City
Gates
Elkhorn
Detroit
Idanha
Breitenbush Springs
Detroit Dam
Detroit Lake State Park
Quartzville
Marion Fork
Scio
Crabtree
Millersburg
Albany
Lacomb
Lebanon
Tangent
Berlin
Waterloo
Sodaville
Shedd
Brownsville
Sweet Home
Foster
Holley
Halsey
Crawfordsville
Harrisburg
Junction City
Mabel
Wendling
Marcola
Mohawk
Coburg
Vida
Leaburg
Springfield
Walterville
Eugene
Jasper
McKenzie Bridge
Belknap Springs
Blue River
Foley Springs
Cougar Dam
Sisters
Camp Sherman
Tumalo
Tumalo State Park
Bend
Warm Springs
INDIAN
RESERVATION
WILLAMETTE
NATIONAL
FOREST
MARION
LINN
Green Peter 3977
Mt Nebo 3407
Little Cowhorn Mtn
North Sister 10,085
Middle Sister 10,047
South Sister 10,358
Mt. Jefferson 10,495
Olallie Butte
Haha Butte 3100
5
20
22
34
99
105
126
214
226
228
242
26
N
SCALE
0 5 10 15 MILES
0 5 10 15 20 KILOMETERS
Section limits
OREGON

FIGURE 2

IMPACT MAP

Linn County Line-
Suttle Lake Section


Hogg Rock
Hoodoo Butte
Hayrick Butte
Hoodoo Ski Bowl
Square Lake
Long Lake
Round
Douthit Spr
Circle Lake
Hand Lake
Link Lake
Cache Lake
Meadow Lake
Blue Lake
Suttle Lake
Tamarack
Dark Lake
South Shore Forest Camp
Scout Lake Forest Camp
Cinder Pits
Corbett Memorial
Santiam Pass
Santiam Highway
Jefferson Co
Deschutes Co
Youth Camp
BM 4631
BM 4603
BM 4482
BM 3441
Phase 2
Phase 1
Phase 2
Station 80
Station 202
Station 278
Station 335
Station 432
SCALE
0
½
1
2 mi.
OREGON
KEY
1 Hogg Rock quarry
2 Main rock sources
3 Santiam Lodge complex
4 Slow vehicle lane
5 Curves to be modified
6 Rockfall correction area
7 Blue Lake Resort
X Section limits

Alternative 1, No-Build

The No-Build alternative would leave the existing highway as it is except for maintaining it. Only repairs and the removal of dangerous rock would be performed.

Alternative 2, Build

This alternative has been selected. Construction will be divided into two phases. See Construction Phases, Figure 3.

Phase 1. Construction will start in the section bounded by Stations* 202+00 to 335+00, a distance of 13,300 feet or about 2.5 miles. The section starts approximately 1.9 miles east of the Linn-Jefferson County line and ends just east of Milepost (M.P.) 85, site of a rockfall on November 25, 1979 that temporarily closed the highway.

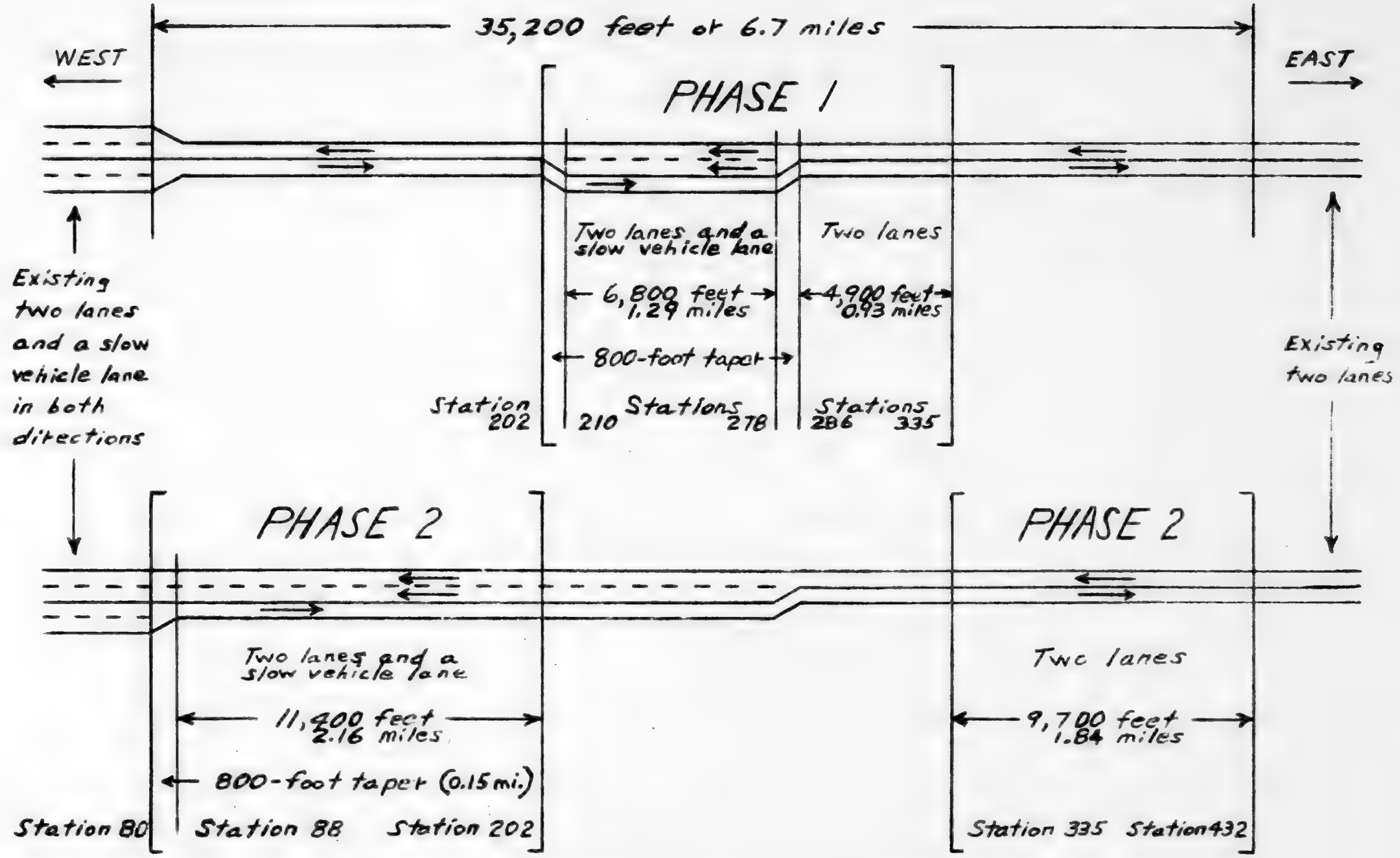
In the west part of Phase 1, the existing westbound lane will become a slow vehicle lane between Stations 210+00 to 278+00, a distance of about 1.3 miles. The additional roadway width needed for the slow vehicle lane will be gained on the south side of the highway by constructing another lane to serve eastbound traffic. Two 800-foot-long taper sections at either end of the three-lane roadway will connect with two-lane highway.

In the east part of Phase 1, the existing two lane highway from Station 286+00 to 335+00 will be continued with various improvements as enumerated and will connect with existing two lane highway to the east.

---

*A station is a survey point measured every 100 linear feet, or less, horizontally along the centerline of an alignment. Oregon state highway stations are measured in ascending order from west to east and from north to south.

FIGURE 3
ALTERNATIVE 2
CONSTRUCTION PHASES


35,200 feet or 6.7 miles
WEST
EAST
PHASE 1
Two lanes and a slow vehicle lane
6,800 feet 1.29 miles
800-foot taper
Two lanes
4,900 feet 0.93 miles
Station 202
Stations 210 278
Stations 286 335
Existing two lanes and a slow vehicle lane in both directions
Existing two lanes
PHASE 2
Two lanes and a slow vehicle lane
11,400 feet 2.16 miles
800-foot taper (0.15 mi.)
Station 80
Station 88
Station 202
PHASE 2
Two lanes
9,700 feet 1.84 miles
Station 335
Station 432

Horizontal Scale: 1" = 5,000'

Typical sections will consist of three 12-foot travel lanes with two 4-foot paved shoulders for the slow vehicle part of Phase 1, and two 12-foot travel lanes with two 2-foot paved shoulders for the two lane part. Construction will include culverts, guard rails, benching of the slope and removal of potential rockfall materials between Station 320+40 to 326+50 (M.P. 85), three graveled emergency parking areas, and resurfacing.

The installation of guard rails in narrow areas may be accomplished by utilizing support posts longer than standard to achieve adequate strength without the cost of building gabions, binwalls, or retaining walls. As presently designed, the project does not require the construction of the latter support structures, but future design changes may necessitate their use. The work at M.P. 85 may require that traffic be controlled by barriers throughout the area and by traffic control devices at either end.

The graveled emergency parking areas, all on the south side of the roadway, are located as follows. Their listed lengths are approximate.

EMERGENCY PARKING AREAS

1. Station 292+00 to 296+00 (400 feet)
2. Station 301+00 to 304+00 (300 feet)
3. Station 316+00 to 319+00 (300 feet)

Phase 2. This phase is dependent on funds being available at a future date, and will complement the Phase 1 work.

Construction is planned from approximately Station 80+00 (located 2,000 feet or about 0.4 mile west from the Linn-Jefferson County line) eastward to Station 202+00, and from Station 335+00 to the east end of the project at Station 432+00 at the Lake Creek bridge. The accumulative distance is 4.15 miles.

In the west part of Phase 2, the existing westbound lane between Stations 88+00 to 202+00 (about 2.2 miles) will become a slow vehicle lane to complement Phase 1. The additional width for the slow vehicle lane will likewise be gained on the south side of the roadway by constructing another lane to serve eastbound traffic. The west end of the project will join the existing two lane highway (having a slow vehicle lane in both directions) with an 800-foot-long taper section.

In the east part of Phase 2, the existing two lane highway from Station 335+00 to 432+00 will be continued with various improvements as enumerated. The two ends will complement existing two lane highway.

The typical section will consist of three 12-foot travel lanes with two 4-foot paved shoulders for the slow vehicle or west part of Phase 2. The typical section for the east part of Phase 2 will have two 12-foot travel lanes with two 2-foot paved shoulders. Construction will include culverts, guard rails, modifying four curves between Stations 124+75 to 155+63 (0.58 mile) and obliterating that unused existing pavement, as well as adding four graveled emergency parking areas, three slow vehicle turnouts, and resurfacing the roadway.

As in Phase 1, longer support posts may be used for guard rails in narrow areas. Modifying the curves from 12 and 10 degrees to 8 degree curves will provide approximately a 50 mph alignment. No other alignment will be changed in the project. The realignment will necessitate a substantial rockcut between Stations 131+50 to 139+50 where the existing alignment will be moved a maximum of 50 feet northward.

The graveled emergency parking areas, all on the south side of the roadway, are located as follows. Their listed lengths are approximate.

EMERGENCY PARKING AREAS

1. Station 334+00 to 336+00 (200 feet)
2. Station 347+00 to 349+50 (250 feet)
3. Station 356+00 to 358+50 (250 feet)
4. Station 372+50 to 374+50 (200 feet)

The slow vehicle turnout areas, also all on the south side of the roadway, are located as follows. Their listed lengths are approximate.

SLOW VEHICLE TURNOUT AREAS

1. Station 342+00 to 346+00 (400 feet)
2. Station 378+50 to 382+50 (400 feet)
3. Station 410+17 to 415+17 (500 feet)

EXISTING ENVIRONMENTAL SETTING

Traffic and Safety

All too often one or two slow vehicles driving west upslope on this winding, mountain highway cause a long line of cars to form behind them. Speeds of 10 mph or less are not unusual under these conditions. Drivers become impatient due to the lack of passing opportunities and, as a result, the highway (M.P. 80.80 to 88.20) had an accident rate in 1979 of 2.94* per million vehicle miles driven, more than double the statewide figure of 1.42 for primary, rural, and non-freeway traffic. The average daily traffic in 1979 was about 3,300 vehicles. This figure is projected to 4,500 in 1989.

The widths for the existing highway by sections, starting from M.P. 80.80 at the Linn-Jefferson County line to the east end of the project at M.P. 87.03 and beyond, are as follows:

MILE POST	LENGTH	WIDTH	SHOULDERS	TOTAL WIDTH
80.80	5.69 mi.	22 ft.	2 ft. (2), gravel	26 ft.
86.49	0.54 mi.	20 ft.	2 ft. (2), gravel	24 ft.
87.03	1.17 mi.	24 ft.	4 ft. (2), paved	32 ft.

Topography

The project is in steep mountain terrain and extends eastward from the crest of the Cascade Range along a south-facing slope that affords magnificent views of Mount Washington (7,802 feet) and Suttle and Blue Lakes. The lakes, about half a mile apart and connected by Link Creek, are situated at the base of the slope and parallel the highway. Lake Creek, draining Suttle Lake and flowing northeasterly, crosses the highway at the east end of the project. The project, situated, in the High Cascades physiographic division, has a relief of about 1,375 feet.

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*Based on state law requiring that accidents on public roads be reported whenever a person is injured or killed, or damage to one's vehicle or property exceeds $200. (Oregon Driver's Manual, 1979-1980, Page 11).

Flora and Fauna

The flora is dominated by Grand fir and includes such other commercial species as Douglas fir, and Ponderosa and Lodgepole pine. Wildlife include such big game as Mule and Blacktail deer, Black bear, and Mountain lion. Although Bald eagles and ospreys have been seen in the area, no nests have been found. Suttle Lake is stocked with Rainbow, Kokanee and Brown trout, as is Blue Lake, located a short distance west. No endangered species of either flora or fauna are known to inhabit the corridor area. The terrestrial habitat that will be lost to the highway is not unique to the area.

An apple tree on the south side of the highway at Station 353+00 will be avoided, if possible. It is believed that the tree had best be left much as is so as not to draw attention, and vandalism, to it.

Wetlands

Scrub-willow wetland areas occur at several locations in the project section. In eastward progression, wetlands between approximately Stations 126+00 to 131+00 and 139+00 to 143+50 range from about 20 feet to nearly 200 feet from the toe of the highway fill. The Stations respectively lie between M.P. 81.3 to 81.4 and 81.5 to 81.6.

Milepost 82 is near the midpoint of a wetland area that intermittently abuts the highway fill from about Station 159+50 to 169+30. The east end of the wetlands abuts fill spoils, deposited under emergency conditions, from the November 1979 rockfall. No further widening of the fill is planned. None of these wetlands would be encroached upon by the proposed construction.

Weather

Ice, snow, and wind conditions in the Santiam Pass area are severe during the winter months and make driving hazardous. An annual snowfall of 150 to 160 inches during the past several years has been estimated at the State Highway Division's maintenance station at Santiam Junction, about five miles west of the summit.

Geology

Rock materials consist of tuff breccia (consolidated angular fragments of volcanic ash), basaltic andesite flows, and glacial deposits of sand and gravel. Some landsliding, rockfall, and considerable sloughing have occurred with the result that rocks roll onto the highway, particularly in the east half of the project.

The volcanic formations that make up the High Cascades are almost entirely late Miocene, Pliocene, and Pleistocene in age.* Glaciation occurred through much of the region and formed the trough and moraines holding Suttle Lake. Blue Lake occupies a crater formed approximately 3,500 years ago.**

Land Management

Land in the project area is administered by the Deschutes and Willamette National Forests and is managed for timber, recreation, and aesthetics. No homes or buildings are located along the highway.

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* Baldwin, Ewart M., 1976: Geology of Oregon, page 60.

**Andesite Conference Guidebook, DOGAMI, Bulletin 62, 1968, page 30.

The Blue Lake Resort, the Suttle Lake Resort, and U.S. Forest Service (USFS) facilities, located well below the highway, are supplied with spring water originating well above the highway from Station 331+55, 875 feet east of M.P. 85. The water is piped under the highway at three places. No other utilities are involved. Access to the resorts and to several other recreational areas is via the paved Suttle Lake road one-quarter mile east of the project. The USFS has tentative plans to move this junction a short distance eastward to better serve potential increased development in the Suttle Lake area.

IMPACTS AND MITIGATIONS

Construction staging will be determined during the final design period. The handling of traffic will be the responsibility of the contractor, with the approval of the Resident Engineer.

The following paragraphs describe the anticipated impacts in the construction work and their mitigations.

Blasting

One of the most challenging impacts to control is the blasting necessary to remove overhanging rock between Stations 320+40 to 326+50 (M.P. 85). It is essential that the rock debris be confined because of the presence directly downslope of the Blue Lake Resort, made up of cottages, trailer and camp sites, a store, and a marina. The resort operates throughout the year, although winter activities are largely limited to weekends.

Blasting may also be required at two other sites along the project where curves are to be modified. Additional blasting elsewhere may be necessary.

Mitigation

The physical and cultural conditions at each blast site will determine what mitigative measures are used in confining debris. The following measures are some that may be utilized:

1. Blasting mats, placed on the blast site and anchored by cables. These are expensive and difficult to use.

2. Short shots of pre-split, in which small charges initially fracture a line of drilled holes, to be followed by a larger charge. The rock thereby falls downward instead of being blown outward.

3. Proper stemming (packing the upper part of the charge hole) confines the expanding gases and decreases the likelihood of flying debris.

4. Uniform spacing of drill holes, dependent on the rock type, permits a more controlled and consistent break-up of the rock.

5. Sequential detonation of charges directs vibration forces against each other and localizes the rending effect.

6. Proper explosive strength, determined by rock type, fracture pattern, hardness, mass, and the surroundings, is essential for a safe and controlled blast.

7. Hydraulic rock breaking techniques, whereby water is forced into drill holes to crack rock out rather than to blast it out.

8. A barrier construction, such as a concrete wall to protect traffic lanes and lining the edge of the roadway with logs to prevent rock from rolling downslope.

9. Notification or evacuation of personnel downslope in the Blue Lake Resort area prior to blasting operations at M.P. 85. This applies to all blast sites where people may be in the area.

Geologic Hazards

Overhanging or dangerously-positioned rocks, some of which roll onto the highway, occur on the uphill cut slopes throughout much of the project.

This is an ever-recurring problem due to the forces of erosion, gravity, and the contents of the host material forming the slopes.

The most critical area of rockfall is that between Stations 320+40 to 326+50, roughly at M.P. 85. Here, erosion of the softer underlying tuff breccia caused an overhang of 4 to 6 feet to develop between M.P. 85.01 to 85.07 (about 317 feet), thereby removing support for the overlying basaltic andesite. As a result, a rockfall blocked the highway there in 1979, as previously stated. Although the danger of further rockfall was temporarily alleviated, additional work is required. The site is situated on a curve and presents a hazard common to many mountain highways.

Mitigation

The rock slope will be made safe by cutting it back and providing a 15-foot-wide bench at a height of 40 feet. The cut will be sloped 1/4:1 (1/4-foot horizontal to 1 foot vertical) to the bench, and 1/2:1 above the bench. The cut will provide an ample safety area between the base of the slope and the roadway. Other potentially dangerous rocks now exposed will be removed from the slope.

Traffic Alteration

Construction activities will require the preparation of staging sequences and coordinating these to provide a smooth flow of traffic. As stated earlier, these provisions will be made by the contractor and the Resident Engineer.

Mitigation

Construction work on this major highway will likely be limited to weekdays unless permission is granted by the Resident Engineer with the approval of the USFS. Work times have yet to be determined. Traffic control will be provided mainly by signs, cones, and flagmen. Where alternating one-way traffic is necessary, traffic may be guided through such areas by pilot car. Traffic signals could be employed through the benchcut area between Stations 320+40 and 326+50 (M.P. 85) where temporary barriers may be placed for lane protection against blasting debris. The area is severely limited in working room and has no detour.

State Highway Division "Standard Specifications for Highway Construction," 1974, states (page 57):

> "The section of road traversed by the one-way control shall not exceed 2 miles in length unless otherwise approved by the engineer, and the pilot car trips shall be so scheduled that no vehicle will be held immobile more than 20 minutes."

To be realistic, however, allowances are made for unforeseen conditions.

Additional Acreage

Although the amount of additional acreage required for the project is not known at this time, it is estimated that it will be between 3 to 5 acres. The acreage contains a good quantity of merchantable timber. No homes or farmland will be involved because of the steep slopes of the corridor. Adjacent land uses will not change as a result of the project, nor will accesses be created or modified.

Mitigation

The determination of additional land required for the project will be made in consultation with the USFS, after which an easement deed will be issued upon completion of the project. The removal and disposition of the timber will also be negotiated with the USFS.

Material Sources

The three main sources for aggregate and fill material are Hogg Rock which is a basaltic andesite prominence located adjacent to the highway and about one mile west of the project; the rock cut for the alignment change between

Stations 131+50 to 139+50, and the bench cut to correct rockfall between Stations 320+40 to 326+50. Hogg Rock will supply the aggregate and shoulder rock for both construction phases, whereas the other two sources will supply the fill material for their respective construction phases.

Both Phase 1 and Phase 2 are balanced jobs in that rock excavated in each phase will approximate that required for fill to construct the slow vehicle lane. A total surplus of as little as 4,000 cubic yards is estimated. There is adequate space in the Hogg Rock quarry area to store the rock.

The Santiam Lodge complex, located about a quarter of a mile southeast of the Hogg Rock quarry site, apparently registered no complaints about the quarrying operations conducted there during the fall of 1979 for another project.

Mitigation

Noise and air pollution impacts associated with construction will respectively be controlled or alleviated by restricting the working period if neccessary, and by a strict dust-suppression sprinkling and oiling program of work areas and roads.

See the following Air Quality and Noise Levels section.

Air Quality and Noise Levels

Ambient air quality in the project area is excellent because of few, if any, pollutant sources and favorable atmospheric conditions. Although dust from blasting and equipment operation will temporarily occur during construction, no on-going negative air pollution impacts will result.

Road noise levels are normally high for this major highway situated in remote, mountain terrain. Construction noises, particularly those of blasting, will impact the Santiam Lodge complex area and the popular Blue and Suttle Lake recreation areas. The Blue Lake Resort is situated about 1,000 feet directly below the principal blasting site at M.P. 85. Restrictions will be placed on construction activities to alleviate the noise impacts, although little can be done to mitigate noise at the quarry site, the crushing plant, the stockpile site, or the hot-mix plant.

The very limited work period of two or three months, dictated by inclement mountain weather and heavy highway usage, places a considerable burden on the quarrying and crushing contractor. He will therefore be allowed to work 24 hours a day, when approved by the Resident Engineer. The work will be accomplished under strict mitigative recommendations.

Mitigation

1. A work-time agreement has yet to be negotiated with the USFS. It is anticipated that construction activities such as drilling, blasting, crushing, and paving plant operations will not be permitted on the Memorial Day, Fourth of July, or Labor Day weekends. Specific restrictions to control or alleviate the noise level and air quality impacts during the heavy-use tourist season of June, July, and August will be implemented as detailed below.

2. Air quality control can be maintained, except for blasting and crusher dust, by sprinkling or oiling the work roads.

3. No construction operations will be performed within 1,000 feet of an occupied dwelling unit, campground, or wilderness area on weekends and legal holidays, or between the hours of 10:00 p.m. and 6:00 a.m. on other days, without the approval of the Resident Engineer.

4. No blasting operations will be performed within 3,000 feet of any occupied dwelling unit, campground or wilderness area on weekends and legal holidays, or between the hours of 8:00 p.m. and 8:00 a.m. on other days, without the approval of the Resident Engineer.

5. Rock crushing or screening operations performed within 3,000 feet of an occupied dwelling unit, campground, or wilderness area shall be blocked from direct view of affected dwelling units, campgrounds, or wilderness areas through the strategic placement of material stockpiles. If this is not possible, other strategies will be performed as directed by the Resident Engineer.

Visual Aesthetics

The highway will be almost completely shielded from view in the Blue Lake-Suttle Lake recreation area by the dense cover of trees and brush on the slopes. Table 1, Highway Sighting from Recreation Areas, shows that the highway is completely shielded from view from the private Blue Lake Resort area, the group of church-operated buildings, the USFS Suttle Lake boat launch area, and the hiking trail along the north side of Suttle Lake. The USFS Suttle Lake picnic area at the east end of the lake is for the most part shielded from view of the highway, also by trees and brush. Construction work along this stretch of the highway is confined to overlaying, improving emergency parking and turnout areas, and installing guard rail. No blasting or rock excavation is required. For these reasons, recreational facilities, both private and public, will not be adversely affected by the proposed project.

However, the need to modify four curves and to widen the roadway elsewhere in the project will degrade the natural appearance of the terrain there as seen by the approximately 1½ million motorists who drive the highway annually.

Mitigation

The visual impacts caused by cuts in bare rock will be partially alleviated by contouring the slopes to blend with the natural terrain where reasonably possible. Cuts in soil will be revegetated. The quarry site at Hogg Rock cannot be seen from the ski slopes of Hoodoo Butte, from the highway, or

TABLE 1

HIGHWAY SIGHTING FROM RECREATION AREAS

Recreation Areas	Approximate Distance Of Highway Above Areas	Estimated Highway Stations	Proposed Construction Along Highway	Aesthetic Impacts Of Highway
Private Blue Lake Resort and Campgrounds	1,000'	320 - 338	Cut to correct rockfall Guard rail Overlay Emergency parking area	None. Completely shielded by trees & brush
Private Group of church-operated buildings	1,[illegible]'	338 - 345	Guard rail Overlay Slow-vehicle turnout	None. Completely shielded by trees & brush
USFS Suttle Lake Boat Launch Area	900'	346 - 354	Guard rail Overlay Emergency parking area	None. Completely shielded by trees & brush
USFS Suttle Lake Picnic Area	120'	421 - 430	Guard rail (Two short sections) Overlay	Minor. For most part shielded by trees & brush
USFS Hiking trail along [illegible] side of Suttle Lake	Varies from 80' at W. end to 80' at E. end	354 - 421	Guard rail Overlay Two emergency parking areas Two slow-vehicle turnouts	None. Completely shielded by trees & brush

from the nearby Santiam Lodge complex.

The new fill slopes made necessary by widening the roadway to provide a slow vehicle lane will have much the same appearance as those now existing, so that the aesthetic impact will in large part be limited to the construction period.

Recreation Areas not to be Closed

No recreation areas will be closed because of the project. There will, however, be some temporary inconvenience due to the construction. Such impacts may be the temporary closing on short notice of the access road and parking areas for the Pacific Crest Trail, the temporary inconvenience to the Corbett Memorial State Park, the work on the rock overhang upslope from the Blue Lake Resort, and the traffic delays on the highway.

Mitigation

The above delays would not be eligible for compensation as they are normal events of the construction work. Some unforeseen circumstances, however, may develop that are compensable. A contingency fund is provided in the contract for such impacts. It is also normal procedure that other precautionary measures be included in the contract.

Areas of Critical Concern

Hogg Rock is located one-quarter mile south of the Mt. Jefferson Wilderness boundary and 4 miles north of the Mt. Washington Wilderness boundary. Neither boundary will be encroached upon by the project.

Mitigation

None required.

Cultural Resources

No known archeologic or historic sites will be disturbed. Quarrying and crushing operations in the Hogg Rock area are well removed from the existing roadbed and masonry work of the defunct Corvallis and Eastern Railroad built by T. Egenton Hogg in 1888. A USFS historic marker detailing aspects of the railroad will also not be disturbed. The marker is located north of the highway near the west access road to the Santiam Lodge.

Mitigation

None required. A letter from the State Historic Preservation Office, stating that the construction activities will not impact what remains of the railroad, appears in the Appendix.

Erosion and Siltation Control

Much of the volcanic materials forming the slopes of the project are highly permeable and, except for sloughing, little erosion is anticipated. However, the condition of the surface inch of soil has the greatest single influence on soil erodibility and therefore the disturbed areas will be protected where necessary. Outfall from the culvert and Station 327+05 has contributed to erosion on the steep slope.

Mitigation

Provisions will be included in the construction contract to seed and mulch most of the 25 acres to be cleared and grubbed.

Broken or clogged culverts at Stations 308+25 and 316+25 will either be repaired or replaced to decrease the drainage now going to the culvert at Station 327+05.

Soils

According to U.S. Soil Conservation Service criteria, there are no prime or unique agricultural soils in the project area. A prime soil is suited to produce a high yield of a variety of crops, a unique soil is suited to produce a high yield of a particular crop. The steep slopes of the project area generally restrict land use to range, woodland, or wildlife.

The USFS rates the project land as basically Timber Site Class 5 with some Class 6 land. The commerical timber site classes range from 1 through 5. Class 5 is the lowest productivity level (20 cubic feet production per acre per year) for commercial forest land, whereas Class 6 is non-commercial forest land.

Mitigation

None required.

Ground Water

No ground water problems are anticipated, nor are wells impacted.

A weir and cistern about 30 feet above the highway on the north slope supplies water to the Blue Lake Resort via a privately-owned pipeline placed through the culvert at Station 331+55 (M.P. 85.17). The culvert is directly below the waterfalls. The pipeline will continue in use during and after the construction period.

A USFS pipeline, tapping the above stream at its spring source several hundred feet upslope, continues easterly in the north ditch of the highway from near the waterfall to the vicinity of M.P. 87. The pipeline is buried about 4 feet and has two trunk lines which respectively pass under the highway 1,688 feet east of M.P. 85 and about 30 feet east of M.P. 87. These lines serve USFS facilities in the Suttle Lake area, as well as the Suttle Lake Resort.

Mitigation

Appropriate statements will be included in the contract to protect the pipeline serving the Blue Lake Resort during the construction period and for its ultimate location under the highway.

It should be noted that the USFS has drilled a well near the west end of Suttle Lake to replace its pipeline this year (1981). The well will serve all USFS recreation and administrative facilities in the Suttle Lake area. The Suttle Lake Resort will then provide its own water supply.

Crushing Plant, Stockpile Site, and Hot-Mix Plant

Permission is expected to be granted by the USFS to locate a crushing plant, a stockpile site, and possibly a hot-mix plant near the Hogg Rock quarry. An alternative site for the hot-mix plant is located south of the highway between the Big Lake (Hoodoo Ski Bowl) Road and the state sand shed.

Mitigation

Environmental impacts regarding air and noise problems and their mitigation or alleviation have been stated under Air Quality and Noise Levels.

Waste Material

Approximately 4,000 cubic yards of excess material may be stored in the Hogg Rock quarry area or at a site south of the highway between the Big Lake (Hoodoo Ski Bowl) Road and the state sand shed.

Mitigation

Final disposition of the material will be determined during project development.

Quantity and Cost

A partial list of construction activities and quantities required for the Build Alternative is shown in Table 2, as well as the estimated total costs of Phases 1 and 2. The figures are rounded and are subject to change during project development.

TABLE 2

QUANTITY AND COST SUMMARY

Items	Phase 1	Phase 2	Total
Clearing and grubbing	10 ac.	15 ac.	25 ac.
Seeding and mulching	6 ac.	10 ac.	16 ac.
General excavation	40,000 c.y.	50,000 c.y.	90,000 c.y.
Trench excavation	160 c.y.	140 c.y.	300 c.y.
Ditch excavation	570 c.y.	1,730 c.y.	2,300 c.y.
Obliteration of roadway	None	800 sq. yd.	800 sq. yd.
Finishing roadbed and slopes	1.7 mi.	2.7 mi.	4.4 mi.
Aggregate base	22,000 tons	27,000 tons	49,000 tons
Asphalt concrete	16,600 tons	28,400 tons	45,000 tons
Culvert pipe (total)	480 ft.	520 ft.	1,000 ft.
Guard rail (total)	10,000 ft.	14,000 ft.	24,000 ft.
Temporary concrete barrier	2,600 ft.	None	2,600 ft.
Estimated Total Cost of Project	$1,800,000	$2,100,000	$3,900,000

LCDC GOAL CONFORMANCE REVIEW

The various impacts have been compared to the Land Conservation and Development Commission's Goals and no conflicts are apparent at this time. Goals applicable to the impacts associated with this project are as follows:

Goal #4. Forest Lands

Widening the roadway will necessitate the removal of timber. No conflict occurs because the land required will not exceed that necessary for the safety of the highway.

Goal #5. Open Spaces, Scenic and Historic Areas, and Natural Resources

a. Open Spaces - No wetlands will be encroached upon.

b. Scenic and Historic Areas - Rock cuts will be contoured where feasible to blend with the terrain, and cuts in soils will be seeded and mulched to help control erosion and speed revegetation. While some scars are unavoidable, contouring and revegetation will facilitate scenic restoration.

No impact will occur to the roadbed or masonry work of the defunct Corvallis and Eastern Railroad (1888) near Hogg Rock, there are no historical or known archeological concerns.

c. Natural Resources - No more timber will be cut than is necessary for the alignment, and for the safety of the highway.

The rock from the proposed cuts will be used as fill to construct the slow vehicle lane.

Goal #7. Areas Subject to Natural Disasters and Hazards

The rock at M.P. 85 and other dangerously-positioned rocks along the highway will be cut back or removed. Proper precautions will be taken to safely confine rock that is blasted.

Goal #11. Public Facilities

The pipe transporting water under the highway to the Blue Lake Resort may be relocated. The USFS pipeline and two trunk lines that respectively lie buried in the north ditch of the highway and pass under the highway, will be replaced by a well this year (1981) prior to contruction activities. No other utilities are involved.

COORDINATION WITH THE PUBLIC AND AGENCIES

It has been determined from the Oregon Notification and Project Review (A-95) process that no conflict with plans, policies, or programs of state government will occur with implementation of the proposed action. The project has been reviewed by the Central Oregon Intergovernmental Council, Division of State Lands, and the Department of Fish and Wildlife, and the State Parks Branch of the Oregon Department of Transportation. The State Parks Branch would like construction scheduling coordinated with them. This will be done during future phases of project development.

Notices informing the public of the opportunity to have a public hearing held on the project were published in the Statesman-Journal and Bend Bulletin newspapers, and no requests for a hearing were received. In addition, no comments from the public were received on the Environmental Assessment.

CONCLUSION

In assessing the effects of this proposed action, it is concluded that the impacts associated with the proposed action are not significant and can be satisfactorily mitigated.

It is concluded that this project constitutes a major action as defined in the Federal Aid Highway Program Manual, Volume 7, Chapter 7, Section 2, and that implementing the proposed action will not have significant impact on the quality of the human environment.

APPENDIX

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HISTORIC PRESERVATION OFFICE
Parks and Recreation Division
525 TRADE STREET S.E., SALEM, OREGON 97310

October 16, 1980

In Reply Refer to
File No.

PIETER DYKMAN
ENVIRONMENTAL SECTION
412 TRANSPORTATION BLDG
SALEM OR 97310

ATTN: Maxine Banks

Dear Pieter:

RE: Linn County Line
Suttle Lake Section
Jefferson County

This letter is in response to the cultural resource survey carried out to assess impact of the above mentioned project on historic and archeological sites.

After a careful review of the cultural resource survey carried out within the project area, our office can offer the following comments. We feel that no cultural resources of National Register potential have been identified which are likely to be impacted by this project. We therefore feel that Public Law 89-665 and Executive Order 11593 have been complied with and the project may go forward as planned.

Thank you for your cooperation and concern. If you have any questions, please call Leland Gilsen at 378-5023.

Sincerely,

D. W. Powers III
Deputy SHPO

DWP/LG:js

RECEIVED
OCT 21 1980
Environmental Section

Form 734-3122

9451

8

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. RF-196(31)

2. STATE PROJECT NO. See below

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. RF-104

2A. COUNTY NAME Jefferson

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	**8. FEDERAL ROUTE NUMBER**	**9. STATE ROUTE NUMBER**
5/13/82	Primary 37	Primary 16

10. GENERAL LOCATION:

Linn County Line - Suttle Lake Road Section

11. GENERAL DESCRIPTION OF WORK

PS&E Preparation

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION TEC $5,000 - F.F. $3,900

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Swan's letter of 4/20/82.

FONSI issued 5/6/82.

RECEIVED
STATE HWY ENGR
MAY 18 '82
REFER TO [illegible]
FOR
Info | Inves | R/D | D R | Sign | Act | File

Orig to
5-18-8[illegible]

14. DATE	**15. SIGNATURE OF APPROVING OFFICIAL**	**16. TITLE**
5/13/82	G. K. Hossner	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9651

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

April 20, 1982

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: D.E. Swan, P.E.
Program Control Engineer

SUBJECT: Preliminary Engineering (Phase 2)
Project No. RF-196(31)
Linn Co. Line-Suttle Lake Rd. Sec.
Jefferson County

I request authorization, upon approval of the FONSI, to proceed with the portion of preliminary engineering, including archeological salvage and utility preparatory work, necessary to obtain PS&E approval at an estimated total cost of $5,000 with obligation of $3,900 in Federal funds.

The FONSI has been submitted under Project No. F-21-3(-) which is based on the new project numbering method in force since the last system action change.

JLG:bkc
cc: General Files

Form 734-3122

9651

8

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
ENV 3

TO: E. S. Hunter
Assistant State Highway Engineer

DATE: April 16, 1982

FROM: Gary A. Potter, Manager
Environmental Section Gary

SUBJECT: Revised Environmental Assessment
Linn County Line-Suttle Lake Road
Santiam Highway
(State Highway 126, U.S. Highway 20)
Jefferson County

The subject document in the form of a revised Environmental Assessment has been reviewed and determined to adequately cover the natural and social environmental impacts of the project. The document concludes that the project will not have a significant impact on the environment.

If you agree, please sign below and return same to this office. The Federal Highway Administration will then be asked to make the formal Findings of No Significant Impact (FONSI), as required by 23 CFR Part 771.121.

4-16-82
Date

ES Hunter Concur
E. S. Hunter
Assistant State Highway Engineer

GAP:ln

Attachment

cc: J. H. Versteeg
F. E. Terpin
D. H. Moehring
Dale Allen

16-1

16

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 2
2960 E. STATE STREET, SALEM, OREGON 97310 PHONE 378-2626

January 5, 1982

+ Versteeg ✓
Anderson
Adams
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
JAN 6 1983
ROAD DESIGN
SECTION

Do Not File
Return To
Bring to
Action

Jeff Blackwood
District Ranger
USDA Forest Service
Sisters Ranger District
PO Box 249
Sisters, OR 97759

Subj: Linn County Line - Suttle Lake Sec.
Santiam Highway
Jefferson County
Prefix 16-1969

Dear Mr. Blackwood:

The subject project is scheduled for letting on February 24, 1983. As per the current "Memorandum of Understanding," p. 7; we need an initial letter of consent from the Regional Forester granting an immediate Right of Entry. This letter should be forwarded as detailed in the "Memorandum." I would appreciate a copy for informational purposes.

Very truly yours,

C. O. Fredrickson

C. O. Fredrickson, P.E.
REGION 2 ENGINEER

attch.
DT:COF/rgb

cc: J. B. Boyd
J. H. Versteeg ✓
Dale Allen
Virgil Wilson
Don Thurston

734-1867

9651 8

OREGON ROJECT NOTIFICATION ND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage St. S.E.
Salem, Oregon 97310, Phone: 378-3732
Toll Free Number - 1-800-452-7813

NOTED
E. S. HUNTER

APPLICANT: OR DOT-HWY DIV

PROJECT TITLE: Linn County Suttle Lake Rd Santiam Hwy EA

DATE: 10-20-81

The State has reviewed your project and reached the following conclusions:

☒ No significant conflict with the plans, policies or programs of state government have been identified ~~and~~ [illegible]

☒ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of the state agency (s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

ENVIRONMENTAL SECTION
January 13, 1982

cc: E. S. Hunter
D. H. Moehring
J. H. Versteeg
F. E. Terpin
Walt Hart
D. E. Wilken
Dale Allen
John Hagedorn
Robert Lammert

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number

OR 810021-032-2

This number should be used on all correspondence and particularly on SF 424 as required by OMB A-95.

RECEIVED TECHNICAL SERVICES						
JAN 14 '82						
REFER TO						
FOR						
Info	Inves	R/D	D/R	Sign	Act	File

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies will be submitted to you. separately and must also be included.

A-95 Coordinator

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage ST NE Salem, Oregon
Phone: 378-3732 97310

PNRS STATE REVIEW

Project #: OR 8 10921-032-2 Return Date: OCT 16 1981

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

TO STATE CLEARINGHOUSE: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

☐ It has no adverse effect.

☒ We have no comment.

☐ Effects, although measurable, would be acceptable.

☐ It has adverse effects. (Explain in Remarks Section)

☐ We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)

☐ Additional comments for project improvement. (Attach if necessary)

REMARKS (Please type or print legibly)

Please coordinate actual construction sched
(re: Corbett Memorial St. Pk.)
with State Parks Region IV Supervisor,

Gerry Lucas, -
P.O: Box 5309
Bend, Or 97708

Agency Parks By Al Cook

9651

8

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage St. S.E.
Salem, Oregon 97310, Phone: 378-3732
Toll Free Number - 1-800-452-7813

APPLICANT: OR DOT-HWY DIV

PROJECT TITLE: Linn County Suttle Lake Rd Santiam Hwy EA

DATE: 10-20-81

The State has reviewed your project and reached the following conclusions:

☒ No significant conflict with the plans, policies or programs of state government have been identified ~~and your proposal is endorsed as presented~~

☒ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of the state agency (s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

RECEIVED
TECHNICAL SERVICES
OCT 26 '81
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

ENVIRONMENTAL SECTION
October 23, 1981

cc: E. S. Hunter
D. H. Moehring
J. H. Versteeg
F. E. Terpin
Walt Hart
Dale Wilken
Dale Allen
John Hagedorn

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number

OR 810021-032-2

This number should be used on all correspondence and particularly on SF 424 as required by OMB A-95.

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies will be submitted to you separately and must also be included.

A-95 Coordinator

8

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage ST NE Salem, Oregon
Phone: 378-3732 97310

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Project #: OR 810921-032-2 Return Date: OCT 16 1981

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TO STATE CLEARINGHOUSE: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

- ☐ It has no adverse effect.
- ☒ We have no comment.
- ☐ Effects, although measurable, would be acceptable.
- ☐ It has adverse effects. (Explain in Remarks Section)
- ☐ We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)
- ☐ Additional comments for project improvement. (Attach if necessary)

REMARKS (Please type or print legibly)

Please coordinate actual construction sched. (re: Corbett Memorial St. Pk) with State Parks Region IV Supervisor,

Gerry Lucas, -
P.O: Box 5309
Bend, Or 97708

Agency Parks By Al Cook

GENERAL FILES

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO

PRO

NOTED
H. S. COULTER

TO: H. S. Coulter
State Highway Engineer

DATE: August 20, 1981

FROM: D. H. Moehring
Asst. State Highway Engineer

SUBJECT: Linn County Line-Suttle Lake

Attached is a request from Region 2 to add a safety project to the final version of the new Six-Year Program. I understand that you reviewed this project on site with Chuck Fredrickson.

Although this is a needed improvement, I feel it is inappropriate at this time to recommend adding it to the Program. Instead, I propose that all the Region Engineers be given an opportunity, following the public meetings, to recommend changes in the Preliminary Program. In this way, all projects could be considered at one time and priorities assigned.

If you agree, I will hold this and other similar requests until after our public meetings.

SHM:pf
Attachment

Agree - hold for consideration after meetings
cc Fredrickson
Moehring
R

RECEIVED
STATE HWY ENGR
AUG 20 '81
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

16-1969

STATE OF OREGON **INTEROFFICE MEMO**

TO: D. H. Moehring
ASSISTANT STATE HIGHWAY ENGINEER

DATE: August 14, 1981

FROM: Phillip O. Stearns
REGION FEDERAL AID ENGINEER

SUBJECT: Linn County Line - Suttle Lake
(Phase 1)
Santiam Highway
Jefferson County

Attached is the Project Request for subject project. This is being submitted in order to reactivate the project in the Six Year Program.

The preliminary survey work has been completed. The prefix is still active, therefore, an authority for survey and prospectus will not be submitted.

Region Office feels this is a high priority project and recommends approval. Please process the Request through channels for consideration.

POS/rgb
attch.

OREGON STATE HIGHWAY DIVISION
PROJECT REQUEST

A. IDENTIFICATION: Date: 8/13/81

Proposed Section: Linn County Line - Suttle Lake (Phase 1) Region: 2
Highway: Santiam St. Hwy. No. 16 M.P. 82.9 to M.P. 85.1 Length: 2.4 mi.
County(s): Jefferson (Attach Sketch Map)
Recommended Construction Date: 1982 Proposed 6 YP 82-87
Method of Doing Work: Contract X St. Force ______ Other ______

B. FINANCING Section Year Funds Available

Postpone ☐ ______ Current 6 YP ______ ______
Recommend ______
Cancel ☐ ______ Current 6 YP ______ ______
Recommend ______

If not one of the above - Recommended Financing: ______

FAI ☐, FAP ☒, FAS ☐, ST. CONST. ☐, OTHER ☐ ______

C. ROADWAY & TRAFFIC

	Width				Structures		Extg. Traffic (Year 79)		Proj. Traffic (Year)	
	No. Lanes	Pvmt.	Shldrs.	Walks	No.	Tot. Lng.	ADT	Service Level	ADT	Service Level
Existing Facility:	2	24	5	0		none	3200			
Proposed Facility:	2	24	5	0						

D. DEFINE THE PROBLEM: Rock slope left of approximate M.P. 85.1 is supported by a soft volcanic layer which has undercut below the basalt. This causes the basalt to fall on the road, sometimes closing the roadway. It is also a hazard to the Blue Lake Resort below.

E. PROPOSED SOLUTION: Widen the roadway in the cut area to provide a bench at the toe of the cut and additional benches on the slope above. The material removed will be used to widen the fills to the west such that there will be room for future passing lanes.

F. REASON FOR REQUEST AT THIS TIME: Placement on the 82-87 6-Year Highway Improvement Plan. The preliminary survey work for this project has been done under a previous authorization.

G. COST ESTIMATE

Roadway Work	Including engineering and contingencies	$ 525,000
R/W (Approx: No. of Parcels 1, Acres ______, Any Reloc. no).		
Structures	none	
Other (Define)		
Preliminary Engineering (By Whom)	State - done 1980	
	TOTAL	$ 525,000

H. REQUESTED BY: C. D. Fredrickson
Region Engineer ~~or Section Head~~

Approval/Disapproval ______ State Highway Engineer Date

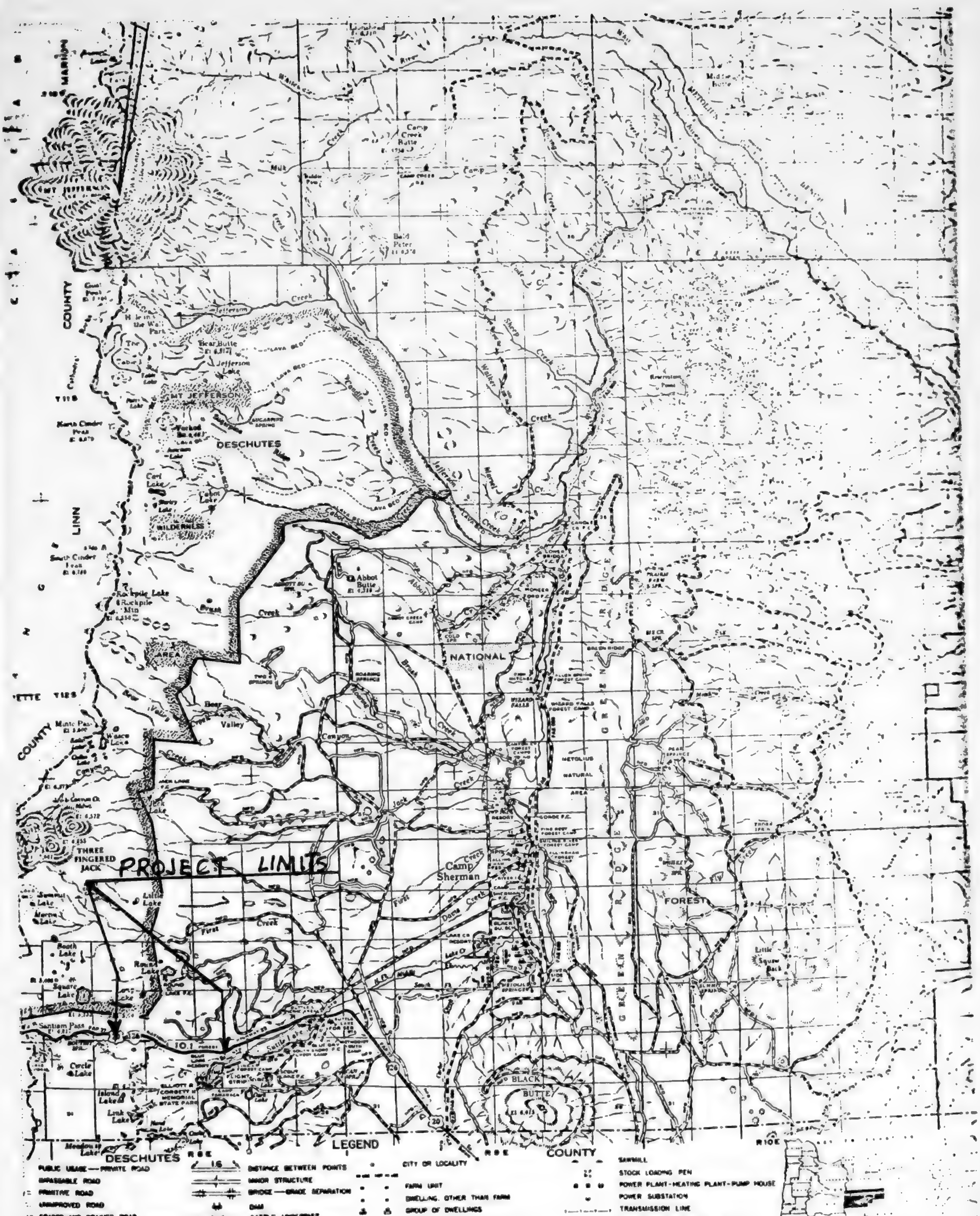
Approval/Disapproval ______ Asst. Director for Operations Date

Remarks & Action Taken:

Oregon Transportation Commission

Approval Date ______

Form 734-1386 (3-78)


PROJECT LIMITS
MARION
LINN
COUNTY
MT JEFFERSON
Bald Peter
Camp Creek Butte
Middle Butte
METOLIUS
Jefferson Creek
Hole in the Wall Park
Bear Butte
Jefferson Lake
Cabot Lake
Carl Lake
DESCHUTES
WILDERNESS
AREA
South Cinder Peak
North Cinder Peak
Rockpile Lake
Rockpile Mtn
Abbot Butte
Abbot Creek
NATIONAL
FOREST
Bear Valley
Canyon Creek
Jack Creek
First Creek
Dove Creek
Camp Sherman
Wizard Falls
METOLIUS NATURAL AREA
GREEN RIDGE
Minto Pass
Wasco Lake
Three Fingered Jack
Santiam Lake
Martin Lake
Booth Lake
Round Lake
Square Lake
Santiam Pass
Suttle Lake
Circle Lake
Island Lake
Link Lake
Meadow Lake
ELLIOTT R. CORBETT II MEMORIAL STATE PARK
BLACK BUTTE
Little Squaw Back
T11S
T12S
R8E
R9E
R10E
10.1
20
DESCHUTES
COUNTY
LEGEND
PUBLIC USAGE — PRIVATE ROAD
IMPASSABLE ROAD
PRIMITIVE ROAD
UNIMPROVED ROAD
GRADED AND DRAINED ROAD
GRAVEL NOT GRADED OR DRAINED ROAD
GRAVEL GRADED AND DRAINED ROAD
1.6
DISTANCE BETWEEN POINTS
MINOR STRUCTURE
BRIDGE — GRADE SEPARATION
DAM
CATTLE UNDERPASS
GATE
CITY OR LOCALITY
FARM UNIT
DWELLING, OTHER THAN FARM
GROUP OF DWELLINGS
PUBLIC BUILDING, T-TOWNHALL G-GRANGE
SAWMILL
STOCK LOADING PEN
POWER PLANT-HEATING PLANT-PUMP HOUSE
POWER SUBSTATION
TRANSMISSION LINE
WATER TANK—OIL TANK—GAS TANK

96'1 Form FHWA 121 (1/80) 8

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - SALEM
UNITED STATES GOVERNMENT

memorandum

Subject:
Oregon Project F-21-3(-)
Linn County Line-Suttle Lake Road Section
Santiam Highway
Environmental Assessment

Date: March 20, 1981

From: Acting Division Administrator

Reply to Attn. of: HPD.2-OR

To: Mr. G. A. Potter, Manager, Environmental Section, OSHD

We have reviewed the environmental assessment for the Linn County Line to Suttle Lake Road Section and find it meets the environmental requirements as set forth in the CEQ and the FHPM 7-7-2 regulations.

We, therefore, concur in the approval of this assessment.

for Malach
Robert B. Hathaway

16

STATE OF OREGON
HIGHWAY DIVISION - ODOT

INTEROFFICE MEMO
LOC 11 #16

TO: C. O. Fredrickson
Region 2 Engineer
D. D. Allen
Region 4 Engineer

DATE: June 25, 1980

FROM: Dennis Bagger
for Frank E. Terpin
Location Engineer

SUBJECT: Linn County Line-Suttle Lake Sec.
Santiam Highway
Jefferson County

We have completed a preliminary design for subject section and suggest the following format be used to bring the project to completion:

- Prepare the environmental document to include the entire 6.68 mile segment.
- Use Phase I project as an interim construction project to comply with funding established in the Six-Year Highway Improvement Program.
- Construct remainder of project when funds are available.

The Phase I project, shown on the attached map, will reconstruct a 2.52 mile segment of the highway that would include the rock outcrop, a slow-moving vehicle lane, an overlay and guardrail at an estimated cost of $1.8 million.

Please review the proposed Phase I project and notify me if you have any revisions or additions. If you have no objections, we should proceed with the project as outlined above.

FET:DB:ge

Attachment

cc: J. B. Boyd
J. H. Versteeg
G. Potter w/att.
Howard Johnson w/att.
W. N. Hackleman

1 Versteeg ✓
___ Anderson ___
___ Christensen ___
2 ✓ Olson ___
___ Sullivan ___
___ Terpin ___
___ Trout ___
___ Wakerlig ___

RECEIVED
JUN 26 1980
ROAD DESIGN
SECTION

Do Not File ☐
Return To ______
Drwg. No. ____/____
Action ______

Contains
Recycled
Materials

9421

U. S. DEPARTMENT OF TRANSPORTATI FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FE RAL AID PROJECT NO.
RF-196(31

STATE PROJECT NO.
See below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
RF-104

COUNTY NAME
Jefferson

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer ODOT
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUL 25'79
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE
7-23-79

FEDERAL ROUTE NUMBER
Primary 37

STATE ROUTE NUMBER
Primary 16

GENERAL LOCATION:
Linn County Line - Suttle Lake Road

GENERAL DESCRIPTION OF WORK:
Program Change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (*Specify*) Program Change
See below

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of July 16, 1979 I approve the revised Preliminary Engineering Costs to a TEC of $85,000 with Federal participation limited to $70,240.

(Increase $51,000 - FF $43,740)

DATE
7-23-79

SIGNATURE OF APPROVING OFFICIAL
G. K. Hossner

TITLE
for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1978 631-955

FORM 81-734-3030

RTE RUE RSE RECEIVED APR 1979 FILE: PLA FAS GEO RDE RBE ASSIGNED

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Bend, Oregon 97701
April 6, 1979

FROM: W. W. Robertson
Resident Engineer

SUBJECT: Linn County Line-
Suttle Lake Section

TO: Memo to the Files

On April 4, 1979, a meeting was held in the field on the subject location project. Those present from ODOT were Howard Johnson, Robert Lammert, Roy Landis, George Wills, Fred Yarbrough, Dick Nelson, Robert Pool, and myself. Dave Carter was there from FHWA.

In discussion of priorities, Mr. Johnson would like the 3½ million spent for this project as follows:

1st - Remove the overhanding rock cut about Blue Lake
2nd - Construct guardrail
3rd - Construct 3rd lane for climbing
4th - overlay the project

Work should commence at any early date on all environmental, historical, and archeology studies. Involved will be a material source, wet lands, and some right of way acquisition.

The Forest Service may request a ski parking lot at M.P. 82.1.

The design standards will be 50 MPH, 2/3 State standards for super elevation or .08 per foot maximum; 8-degree curves/AASHO standard spirals, three 12-foot travel lanes with 2 to 4 foot shoulders, or two 12-foot travel lanes with 2 to 4 foot shoulders.

The guardrail will be constructed to allow parking in the present turn outs. There will be short areas of bin walls or gabions to provide required widths.

This project should include a climbing lane on the west side of the summit.

There is a possible material source on a curve at M.P. 81.5 (left) which will require changing from a 12 degree to an 8 degree ±. The old quarry on the back side of Hogg Rock cannot be used. The Forest Service may allow the use of the talus slope under Hogg Rock, but the old railroad grade must be preserved.

The construction of any climbing lanes south of M.P. 84.3 will not be considered. The only grading above the lakes (Blue and Suttle) will be the removal of the rock overhang.

To date, snow makes survey work difficult. It may melt in a few weeks, but by this time construction season will commence and little work can be accomplished this year.

WWR:mr

1 Versteeg
Anderson
Christensen copy
Olson
Sullivan copy
Terpin
2 Trout
Wakerlig

RECEIVED

APR 1 1 1979

ROAD DESIGN
SECTION

Do Not File ☐
Return To
Bring Up / /
Action

9431 GENERAL FILES 8

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

FILE:

March 29, 1978

FROM: Frank E. Terpin
Location Engineer F.E.T.

TO: Dale Allen
Region Engineer

SUBJECT: Linn County Line-Suttle Lake Section
Santiam Highway
Jefferson County

S. HUNTER

In response to your request of March 22 to reactivate the survey prefix for the subject section, Mr. Hunter, Manager, Office of Technical Services, instructed me to contact C. T. Keasey, Construction Engineer, and arrange through him other work for the short time before W. W. Roberson starts on construction work.

This, I believe, has been handled by George Hopkins. Therefore, the survey prefix will not be reactivated at the present time.

FET:mc

cc E. S. Hunter
C. T. Keasey

RECEIVED
TECHNICAL SERVICES
MAR 29 '78
REFER TO
FOR
Info Inve. R/D D/R Sign Act

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
-196 (31)

STATE PROJECT NO.
Linn County Line-Suttle LakeRD

COUNTY NAME
Jefferson

PROGRAM STAGE *(Check)*
☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
RF-104

TO:

Mr. F. B. Klaboe
Administrator & State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
APR 15 '76
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE
4/9/76

FEDERAL ROUTE NUMBER
Primary Route 37

STATE ROUTE NUMBER
Primary Route 16

GENERAL LOCATION:
US 20 Linn County Line-- east 6.53 miles

GENERAL DESCRIPTION OF WORK:
Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER *(Specify)* All phases of Preliminary Engineering necessary to obtain an approved negative declaration at a total cost of $34,000, Federal funds $26,500.

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

My program approval memorandum of 4/9/76 approved this project for inclusion in the Federal-aid program.

As requested in Mr. Rulien's 3/26/76 letter you are authorized to proceed with the work as shown above.

DATE
4/9/76

SIGNATURE OF APPROVING OFFICIAL

TITLE
Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1975-831-855

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: Oregon

DATE: 4/9/76

BY (Signature): L.W. Rulien's 3/26/76 letter

TITLE: Project Management Engineer

CLASS OF FEDERAL FUNDS: ☐ FAI ☒ FAP ☐ FAU ☐ FAS ☐ OTHERS ______

STAGE 1 * ITEM NOS. ______ THRU ______

STAGE 2 ITEM NOS. ______ THRU ______

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State)
104	RF-196(31)	6.53	39,000	30,400	**Location:** Linn County Line-Suttle Lake Road Section Jefferson County State of Oregon **Work:** Preliminary Engineering

RECEIVED
STATE HWY ENGR
APR 15 '76
REFER TO Rulien
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

REMARKS (Division)

RECOMMENDED

DATE:

SIGNATURE AND TITLE:

APPROVED

DATE: 4/9/76

SIGNATURE AND TITLE: G. K. Hossner for G. L. Green, Division Administrator

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

GPO 915-690

[illegible]

March 26, 1976

TO Executive Department
Federal Aid Coordination Unit

FROM L. W. Rulien
Project Management Engineer

SUBJECT Federal-Aid Funding Application

[illegible]

In compliance with step 7 of Procedure 13-020-02 of Executive Memorandum 02-270-20, we are submitting one copy of the completed application for federal aid funding of the following Rural Primary project.

Item No.	Project No.	Section Name & PNRS No.
104	RF-196(31)	Linn County Line - Suttle Lake Rd. Sec. #7601-2-470

Encl.

cc: G. L. Green, FHWA
D. E. Swan (2)

PMO 6-2

March 26, 1976

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project No. RF-196(31)

[illegible]

We are submitting program data for one project, Item No. 104, Project No. RF-196(31), "Linn County Line-Suttle Lake Road Section", which we desire to have included in the Federal-Aid Rural Primary Highway Program.

We request, concurrent with program approval, authorization to proceed with the preliminary engineering necessary to obtain an approved negative declaration at an estimated total cost of $34,000 with obligation of $26,500 in federal funds.

One copy each of the State Clearinthouse and District 10 Clearinghouse A-95 review letters of approval were previously forwarded.

CL:re

Encl.

cc: Carl M. Williams (Region 4)

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

March 26, 1976

PROJECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
US 20 Linn Co. Line To E. 6.53 mi.		2,800	5,100	96	10	Oregon	41	073	104

OPOSED WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
Engineering								RF-	196	(31)		

FUNDS	Rural Primary	COUNTY NAME	Jefferson
		CODE	031
EA	--	ROUTE NO.	P
		FEDERAL-AID	37
		STATE	16
		U.S.	20

PROGRAM STAGE ☐ 1 OR ☒ 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE		"Linn Co. Line- Suttle Lake Road Section"	6.53	39,000	30,400	8,600		Preliminary engineering all phases.
ROW								(Future widening to provide W. Bd. climbing lane.)
CONST (CODE)								ROW: 150' normal access control-none Parking restrictions-none.
RED BY CL		PROJECT TOTALS	6.53	39,000	30,400	8,600		

AM APPROVAL DATES

REMARKS

-OVER-

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1
(REV. 4-61)

FEDERAL - AID PROGRAM DATA

March 26, 1976

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION *(45 typewriter spaces)* US 20 Linn Co. Line To E. 6.53 mi. 21 65	**ADT**	PRESENT 2,800	FUTURE 5,100 (66) (70)	YEAR 96 (71) (72)	REGION 10	STATE NAME Oregon	STATE CODE 41 (2)

CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* Preliminary Engineering 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER	PREFIX LETTER(S) RF- 14 23	NUMBER 196 7	SEQ. NO. (31)

CARD 4	CLASS OF FEDERAL FUNDS Rural Primary	COUNTY NAME Jefferson				CODE 031 (14) (16)
	NAME OF URBAN AREA -- 17-31	ROUTE NO. P	FEDERAL-AID 37 (32)	STATE 16 (36)	U.S. (37) 20 (41)	

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	WORK STEP	TERMINI *(Full description)*	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CH PR (F
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)			
5					**PE**		"Linn Co. Line- Suttle Lake Road Section"	6.53	39,000	30,400	8,600		Prelim ing al
5					**ROW**								(Future provid lane.)
5					**CONST** (CODE)								ROW: access Parkin none.

CARD 1	CODE 1	PREPARED BY CL	PROJECT TOTALS	6.53	39,000 (10) (23)	30,400 (24) (33)	8,600	
1	14	PROGRAM APPROVAL DATES					REMARKS	

-OVER-

LINN COUNTY LINE-SUTTLE LAKE SECTION

PROJECT NO. RF-196(31)

Existing Facility:

Roadway: 20-22 foot A.C. Surface with 2 foot shoulders.
Structure: Lake Creek Bridge #3785, 75' RCDG, HC 39'8", H-15 loading.

Adjacent Sections:

W. End: 22 foot A.C. surface with 2 foot shoulders.
E. End: 24 foot A.C. surface with 4 foot shoulders.

Project Data: Work under this project consists of preliminary engineering all phases for the proposed future construction on existing alignment to provide for a westbound climbing lane.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

FHPM 7-7-2 Requirements: Major Action project requiring preparation of a negative declaration concurred in by FHWA on January 15, 1976.

IM 50-1-70 Requirements: State Clearinghouse and District 10 Clearinghouse A-95 review approval letters dated February 10, 1976 and January 29, 1976 respectively.

FHPM 7-7-5 Requirements:

(a) Public Hearings - - None required under Oregon Action Plan (Category 3 Project)
(b) Location/Design - - Not a factor in the development of this project.

Data for PR 37:

Preliminary Engineering	Field Work	$34,000
	P. S. & E. Preparation	5,000
	Total	$39,000

Note: This project is in Congressional District No. 2.

LWR

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator Ph: 378-3732

RECEIVED
STATE HWY ENGR
FEB 17 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act

STATE A-95 REVIEW CONCLUSIONS

APPLICANT: State Highway Division, ODOT

PROJECT TITLE: Linn-County Line - Suttle Lake Road

DATE: February 10, 1976

The state has reviewed your project and reached the following conclusions:

February 17, 1976

cc: G. L. Green, FHWA
F. B. Klaboe
F. E. Terpin
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
G. N. Hopkins
B. L. Gifford
D. E. Swan
Carl M. Williams
R. L. Lammert
Aeronautics Division

☒ No significant conflict with the plans, policies or programs of state government have been identified ~~and your proposal is endorsed as presented.~~

☒ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

7601 2 470

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

NOTED
MARIE STEPHENS

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies must also be included.

BEN GIFFORD
1-16-76

PNRS #2

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator Phone: 378-3732

LOCAL GOVERNMENT RELATIONS DIV.
JAN 29 1976

PNRS STATE REVIEW

Project #: 7601 2 470 Due Date: FEB 06 1976

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

(x) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

( ) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

The Highway Division routinely applies for permits needed from the Division of State Lands.

Agency Lands By Jan Haley

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

LOCAL GOVERNMENT RELATIONS DIV
FEB 5 - 1976

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator Phone: 378-3732

PNRS STATE REVIEW

Project #: 7601 2 470 Due Date: FEB 06 1976

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

☐ It has no adverse effect.

☐ We have no comment.

☐ Effects, although measurable, would be acceptable.

☐ It has adverse effects.

☐ We are interested but require more information to evaluate the proposal.

☐ Please coordinate the implementation of the proposal with us.

☒ Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

We request that the district biologists (Mike Golden and Paul Bonn, 382-5113, Bend) be contacted during the location and design stages if the preliminary engineering survey identifies a project.

Agency Fish + Wildlife By William E. Pitney
Environmental Management Section 2/4/76

76-1

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

January 16, 1976

TO

Executive Department
Federal Aid Coordination Unit

Central Oregon
Intergovernmental Council
1106 W. Highland
P.O. Box 575
Redmond, Oregon 97756

George N. Hopkins

FROM George N. Hopkins
Project Development Engineer

SUBJECT Notice of Intent for Federal-Aid Funds
State Administration Dist. No. 10
Linn County Line-Suttle Lake Road
Santiam Highway, U.S. Route 20
Jefferson County

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programing of this project for advance planning in anticipation of future construction is necessary; therefore your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal-aid funds on this project to be Feburary 16, 1976.

Attachment

BLG:re

cc: G. L. Green, FHWA
F. B. Klaboe
Victor D. Wolfe
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
G. N. Hopkins,
County-City
B. L. Gifford
D. E. Swan
Carl M. Williams
R. L. Lammert
Aeronautics Division

RECEIVED
STATE HWY ENGR
JAN 14 '76
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only | 1-8] PNRS # | Page One

02 12] APPLICANT [45: STATE HIGHWAY DIVISION | 46] DIVISION [79: DEPARTMENT OF TRANSPORTATION

03 12] APPLICANT ADDRESS STREET [45: STATE HIGHWAY BUILDING | 46] CITY [60: SALEM | 76] ZIP [80: 97310

04 12] CONTACT PERSON [45: L. W. RULIEN | 46] AREA CODE [48: 503 | 49] PHONE [55: 378 | 56] EXTENSION [59: 6563

01 12] PROJECT TITLE [71: LINN COUNTY LINE-SUTTLE LAKE ROAD DISTRICT 10

11 12] PROJECT LOCATION—CITY: SANTIAM HIGHWAY, U.S. ROUTE 20 | PROJECT LOCATION—COUNTY: JEFFERSON | PROJECT LOCATION [79: SEC: -- T: 13 S. R: 8 E.

SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

05 This proposal is to conduct the necessary preliminary engineering survey to

06 12] identify a possible improvement project to be considered for future construction. [71

07 12] The survey begins at the Linn County-Jefferson County Line (M.P.80.80) thence [71

08 12] easterly along the existing alignment of the Santiam Highway to its intersection [71

09 12] with Suttle Lake Rd. at M.P. 87.33. Total length of survey 6.53 miles. [71

10 12] [71

	AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12	12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
	30,420	---	8,580	---	---	$39,000

13 12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45 | 46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79

14 12] FEDERAL PROGRAM TITLE [71: Title 23 USC Highways

15 12] FEDERAL AGENCY NAME [45: U.S. DEPARTMENT OF TRANSPORTATION | 46] FEDERAL SUB-AGENCY NAME [79: FHWA

17 **(A) TYPE OF APPLICANT:** (Check (×) the single most applicable box)

STATE ☒ 12 | INTER-STATE ☐ 13 | COUNTY ☐ 14 | CITY ☐ 15 | SCHOOL DISTRICT ☐ 16 | SPECIAL DISTRICT ☐ 17 | COMMUNITY ACTION ☐ 18 | SPONSORED ORGANIZATION ☐ 19 | OTHER ☐ 20

(B) TYPE OF ACTION: (Check (×) as many boxes as apply to this action)

NEW GRANT ☒ 21 | CONT. GRANT ☐ 22 | SUPPL'T GRANT ☐ 23 | INCREASE DURATION ☐ 24 | DECREASE DURATION ☐ 25 | CANCELLATION ☐ 26 | INCREASE DOLLARS ☐ 27 | DECREASE DOLLARS ☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? Yes ☒ 29 No ☐ 30 Date: Jan. 16, 1976

(D) REVIEW REQUIRED by A-95: Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT: Yes ☒ 33 No ☐ 34

(F) HOUSING RELOCATION REQUIRED: Yes ☐ 35 No ☒ 36

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH [42: February | 43] DAY [44: 16, | 45] YEAR [46: 1976

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 HIGHWAY PLANNING AND CONSTRUCTION

V. Has funding agency been notified? No ☐ Yes ☒ Date: January 16, 1976

VI. If project includes state funds (12C), identify agency STATE HIGHWAY DIVISION

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

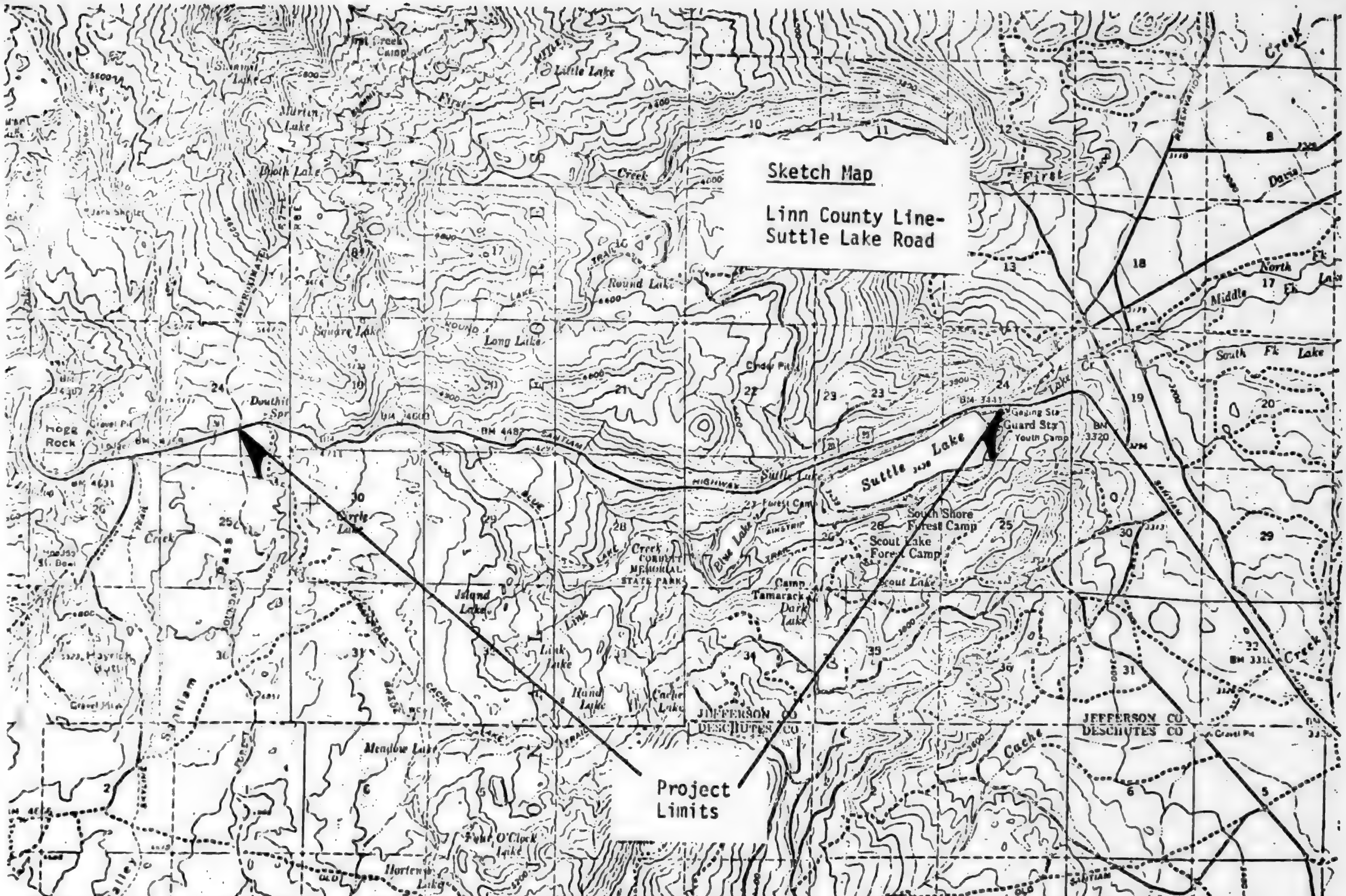
(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a Category 3 project of Major Non-Significant environmental impact under Oregon's Action Plan.

This survey is proposed by the State Highway Division and is intended to develop the preliminary engineering phase only through location and/or design.



Sketch Map

Linn County Line-
Suttle Lake Road

Project
Limits

First Creek Camp
Little Lake
Summit Lake
Marion Lake
Booth Lake
Square Lake
Round Lake
Long Lake
Hogg Rock
Douthit Spr
Suttle Lake
Suttle Lake
Highway
Guard Sta
Youth Camp
South Shore Forest Camp
Scout Lake Forest Camp
Scout Lake
Camp Tamarack
Dark Lake
Blue Lake
Cabot Creek
Memorial State Park
Island Lake
Link Lake
Hand Lake
Cache Lake
Circle Lake
Meadow Lake
Four O'Clock Lake
Hortense Lake
Big Lake
Little Cache Mtn
Haystack Butte
Santiam Pass
Jefferson Co
Deschutes Co
Jefferson Co
Deschutes Co
Cache Creek
Middle Fk
North Fk
South Fk Lake
First Creek
Creek

9651

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: January 15, 1976

In reply refer to: 1041DB.4

SUBJECT: Oregon Project RF-196(-)
Linn County Line-Suttle Lake Road Section
Santiam Highway
Jefferson County
Project Assessment

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer

The subject project assessment submitted with Mr. Rulien's January 9 memorandum has been reviewed. We concur with your finding that the proposed project constitutes a major action requiring the preparation of a negative declaration.

It should be understood that our concurrence is only on the type of action and type of environmental document. The proposed standards, the design, and other specific details contained in the assessment will be subject to future reviews.

for G. L. Green

cc:
OSHD (Potter)
OSHD (Laux)
OSHD (Region 4, Fenton)

RECEIVED
STATE HWY ENGR
JAN 23 '76
REFER TO
Rulien
FOR

RECEIVED
JAN 23 1976
Office of
Assistant State Highway Engineer

NOTED
R. L. SCHROEDER

cy Schroeder

1983 Lenz Road-Forge Rd. Sec. 9652
of The Dalles-California Hwy. S. of
Chemult. (Paving)

9452

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	State Oregon
MONTHLY TRANSACTION NUMBER 12 383	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Klamath
PROJECT REPORT NUMBER		Project Number F[illegible]-4-1(14)
MODIFICATION NUMBER 2	12 - 23 86	

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on July 22, 19 83, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 3,139,999	$ 3,083,274
Federal funds	$ 2,767,909	$ 2,717,906
Other revisions		

This modification is made for the following reasons: To release 010 funds for use on other projects.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 23RD day of [illegible], 19 86

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XXX For: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen Files

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON DECEMBER 5, 1986

Federal Aid Project No. F-4-1(14)

Lenz Road-Forge Road
The Dalles-California Highway
Klamath County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code I000
Roadway (M.P. 221.00 to M.P. 241.00)

Subtotal from estimate of July 31, 1984		$ 2,791,111.00
	Engineering	292,163.00
	Total	$ 3,083,274.00
Length of Project		20.00 mi.
Cost of Roadway Per Mile		154 163.70 $ ~~2,717,906.00~~
Federal Funds (88.15%)		$ 2,717,906.00
State Funds		365,368.00
Total		$ 3,083,274.00

Group 1: 100%
Contract No. 9652
Prefix: 18-1472 (P.E.)
Prefix: C09652
Appn Code 010
RLC:bkb

965-

OPY

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 8-44	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	State Oregon
PROJECT REPORT NUMBER	8-3-84	County Klamath
MODIFICATION NUMBER 1		Project Number F-4-1(14)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on July 22, 1983, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 3,101,827.00	$ 3,139,999.00
Federal funds	$ 2,734,260.00	$ 2,767,909.00
Other revisions		

This modification is made for the following reasons:

To include increased construction and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 3rd day of August, 1984.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Henry A. Potter

Manager, Program Section
(Title)

~~BY~~ For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By ________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON JULY 31, 1984

FEDERAL AID PROJECT NO. F-4-1(14)

Lenz Road - Forge Road
The Dalles - California Highway
Klamath County

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE 1000
Roadway (M.P. 221.00 to M.P. 241.00)

Subtotal from Project Agreement Estimate of June 21, 1983 $2,757,180.00

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT	
Load, Haul, Place and Compact Borrow Material (F.A. #2)	---	---	---	---	$33,931.00	
				Subtotal	$33,931.00	
					Increase	$ 33,931.00
					Subtotal	$2,791,111.00
					Engineering	348,888.00
					Total	$3,139,999.00

Length of Project ----------------------	20.00 miles	
Cost of roadway per mile		$ 156,999.
Federal Funds (88.15%)		$2,767,909.00
State Funds		372,090.00
Total		$3,139,999.00

Group 1: 100%
Contract No. 9652
Prefix: 18-1472 (P.E.)
Prefix: 18-1013

WH:me

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. [illegible]	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT**	State Oregon County Klamath Project No. F-4-1(14)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Lenz Rd.-Forge Rd. Section

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	5-4-83	20.00
OTHER *(Specify)*		

FUNDS PRO RATA 88.15%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 3,101,827.00	$ 2,734,260.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator 7-22-83

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon June 21, 1983

Federal-Aid Project No. F-4-1(14)

Lenz Rd.-Forge Rd. Section
The Dalles-California Hwy. in Klamath County

PROJECT AGREEMENT ESTIMATE

Type Code I000
Roadway (M.P. 221.00 to M.P. 241.00)

Mobilization		All Required		$ 220,000.00
Temporary Protection and Direction of Traffic		All Required		12,000.00
Temporary Signs	2,250	Sq. Ft.	7.00	15,750.00
Temporary Barricades	4	Each	50.00	200.00
Temporary Plastic Safety Markers	50	Each	50.00	2,500.00
Temporary Delineators	530	Each	10.00	5,300.00
Flagmen	1,000	Hour	10.00	10,000.00
Pilot Car	400	Hour	30.00	12,000.00
Removal of Structures and Obstructions		All Required		6,000.00
General Excavation	23,500	Cu. Yd.	2.00	47,000.00
Trench Excavation	113	Cu. Yd.	10.00	1,130.00
Finishing Roadbed and Slopes	10	Mile	1,000.00	10,000.00
Watering	1,530	M-Gal.	10.00	15,300.00
1"0-Aggregate Base	66,400	Ton	5.00	332,000.00
Class B Asphalt Concrete Mixture	64,500	Ton	8.00	516,000.00
Modified Class "B" Asphalt	19,500	Ton	10.00	195,000.00
Class "E" Asphalt Concrete Mixture	8,300	Ton	12.00	99,600.00
Asphalt Cement in Mixture	6,000	Ton	170.00	1,020,000.00
Portland Cement or Lime Additive in Modified Class "B" or Class "E" Mixture	280	Ton	80.00	22,400.00

Emulsified Asphalt in Seal Coat	520	Ton	170.00	88,400.00
Aggregate in Seal Coat	1,840	Ton	9.00	16,560.00
Asphalt in Tack Coat	270	Ton	180.00	48,600.00
Concrete in Box Culvert Extensions	66	Cu. Yd.	400.00	26,400.00
Reinforcement in Box Culvert Extensions	7,600	Lb.	0.50	3,800.00
Extra for Asphalt Approaches	21	Each	200.00	4,200.00
Delineators, Type 1	264	Each	10.00	2,640.00
				$ 2,732,780.00

Additional Items

Permanent Pavement Striping	All Required		$ 15,000.00
Temporary Pavement Striping	All Required		3,500.00
Temporary Erosion Control	All Required		1,000.00
Bikeway Striping & Legend	All Required		4,100.00
On-the-Job Trainees (1 X $1,000 X $0.80)	All Required		800.00
			$ 24,400.00
		Subtotal	$ 2,757,180.00
		Engineering	344,647.00
		Total	$ 3,101,827.00

Work Retained in Program

Patching	All Required	$ 5,000.00

Length of Project	20.00 mi.
Cost of Roadway Per Mile	$ 155,091.35

Federal Funds (88.15%)	$ 2,734,260.00
State Funds	367,567.00
Total	$ 3,101,827.00

Group 1	100%
Group 8	0.00%
Contract No.	9652
Prefix:	18-1472 (P.E.)
Prefix:	18-1013

jc cc: OSHD (Rulien)

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

RECEIVED
STATE HWY ENGR
MAY 02 '86

REFER TO
Fredrickson
FOR

Info	Inves	R/D	D.R	ign	cl

REGION NO. 10	REPORT NO. 3	COUNTY Klamath	DIVISION Oregon
DATE OF REPORT 4/22/86	REPORT MADE BY D. B. Carter, Area Engineer		PROJECT NO. F-H-1(14)
COMPLETION DATE (Actual) 8/31/84	ACCEPTANCE DATE BY CONRTACT AGENCY January 23, 1986	TIME ELAPSED SEE BELOW %	CONTRACT TIME 5/6 SEE BELOW

LOCATION

Approximately 40 miles north of Klamath Falls on U. S. 97 in Klamath County, Oregon

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)

A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

NOTED
W. E. SCHWARTZ

LENZ ROAD - FORGE ROAD SECTION
THE DALLES - CALIFORNIA HIGHWAY
Grading and Paving

This project provided for the resurfacing of this highway between M.P. 231 and M.P. 241 with a Class "E" asphalt concrete wearing surface; and between M.P. 221 and M.P. 231 widening and resurfacing with a Class "B" asphalt concrete base course and a special open-graded modified Class "B" wearing course.

The final cost of the original contract bid items was $2,523,742.44, or a 8.3 percent underrun of the contract bid amount of $2,732,780. The final cost of the project including all changes and engineering was $3,091,254.88. A statement of significant overruns and underruns is included with the Division Office copy of this report.

The contract contained three intermediate completion dates for the completion of various specified phases of the work. A time adjustment has been approved which extended the completion dates for phases "B" and "C" by 66 calendar days. This eliminated liquidated damages on phase "B". The time for phase "A" remains unchanged and the contractor has been assessed 11 days of liquidated damages for the time overrun on this phase.

All participating work has been completed. All signing and striping has been completed.

A final inspection of this project was made on June 19, 1985 in company with S. MacNab, Region 4 Operations Engineer, OSHD.

Price Agreement No. 18 documents a price reduction (penalty) for the aggregate base material in the amount of $3,548.83. This penalty was originally somewhat larger (an additional $2,710.74) but some of the

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE David B. Carter		SIGNATURE G. K. Hossner	
TITLE Area Engineer	DATE 4/29/86	TITLE Field Operations Engineer	DATE 4/30/86

FORM FHWA 1446B PREVIOUS EDITIONS MAY BE USED

penalty was excused by the State. Price Agreement No. 14 documents the action taken by the State. The penalty reduction was not approved by FHWA, and so, the amount the penalty was reduced is non participating and must be included in the final financial accounting for the project.

- DBC -

February 24, 1986

CON 5
#9652

Safeco Insurance Company
4101 S.W. Kruse Way
Lake Oswego, OR 97034

On January 30, 1986, we wrote to you concerning release of final payment on Contract No. 9652 awarded to R. L. Coats for paving on the Lenz Rd.-Forge Rd. Section of The Dalles-California Highway in Klamath County.

Final payment on this contract is $39,967.86 and the total contract amount is $2,760,944.88 including $144,988.53 for work performed under force account.

Robert W. Gormsen
COMMISSION SERVICES

cgc

cc: R. L. Coats
63285 Skyline Ranch Rd.
Bend, OR 97709

bc: C. O. Fredrickson
Walt Hart
D. D. Allen

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

In Reply Refer to
File No.:

CON 5

DATE: July 15, 1985

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

Original Signed by
C. O. FREDRICKSON

FROM: C. O. Fredrickson, P.E.
Construction Engineer

NOTED
H. S. COULTER

RECEIVED
STATE HWY ENGR
JUL 16 '85
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

SUBJECT: Lenz Rd.-Forge Rd. Section
The Dalles-California Highway
Oregon Project F-4-1(14)
Contract No. 9652

In my November 5 letter I promised to keep you advised relative to our:

1. Investigation regarding the differences in our test results, and
2. Concern about future performance of this pavement.

The difference that was detected between the Process Control, Acceptance Control, Lab Check Samples and test cores on the P-200 remains. The Acceptance Control tests and Lab Check Sample were very comparable. The Process Control results were closer to the results derived from the cores but still far enough apart to be considered poor comparisons.

In conclusion, the test results and the observable results have been compared, challenged and scrutinized by many. The conclusions are not stronger today than they were 6 months ago, with one exception. The feared rutting is minimal and the differences in the amount of rutting from one section to another is negligible. The Class "B" appears to be performing satisfactorily. The few minor flushed areas observed in the "Modified 'B'" are not attributed to any flushing in the Class "B", but are a result of asphalt migration during the handling process.

Dave Carter and Steve Macnab inspected the project June 19 to determine if there was any stability problem in the section where Class "B" mix was placed in the base course.

During this inspection, they used a stringline to check for rutting. No rutting was observed from this method, nor was any rutting observed from their visual inspection as they drove through the section.

It is their conclusion that although the test results showed low stability in the Class "B" mix base course, this has not produced a rutting problem or a stability problem on the road over the past year.

Based on this, please issue your Final Acceptance of the contract work as requested in our October 17 letter.

Acceptance Date: ______________________________

____
Dale E. Wilken, FHWA
Division Administrator

COF:GW:mk

cc: H. S. Coulter
Dale Allen
Bruce Walton

07152M

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Lenz Rd.-Forge Rd.

WEEK ENDING: June 15, 1985

SECTION PREFIX: 18-1013

HIGHWAY: The Dalles-California

COUNTY: Klamath

NAME OF JOB: Lenz Rd.-Forge Rd.

KIND OF WORK: Grading and Paving

CONTRACTOR: R.L. Coats

CONTRACT NUMBER: 9562

FEDERAL AID PROJECT NUMBER: F-4-1 (14)

DATE OF CONTRACT: June 3, 1983

DATE WORK STARTED: June 9, 1983

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION: 0

SPECIFIED WORK DAYS

WORK DAYS USED

SPECIFIED CALENDAR DAYS

CALENDAR DAYS USED

SPECIFIED COMPLETION DATE: A-3/31/83, B-8/5/84, C-8/5/84

PERCENT OF TIME ELAPSED: A-115, B-100, C-100

PROJECT AUTHORIZATION: $ 3,107,452.50

EXCLUSIVE OF ENGINEERING: $ 2,886,478.01

ENGINEERING AUTHORIZATION: $ 220,974.40

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 2,770,281.15

ENGINEERING COST TO DATE: $ 306,000.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED PERCENT: OVERRUN UNDERRUN 4 %

PERCENT OF AUTHORIZATION: 138 %

DATE PROJECT WAS COMPLETED: August 31, 1984

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	10.0	10.0		20.0	20.0
MILES PARTIALLY COMPLETED					
MILES COMPLETED	10.0	10.0		20.0	20.0
TOTAL ESTIMATED QUANTITIES (CONTRACT)	23,500	66,400		2360	98,300
TOTAL QUANTITIES CORRECTED TO DATE	21,393	61,628		497	86,540
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	21,393	61,628		497	86,540
AVERAGE DAILY QUANTITIES	0	0		0	0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0	0		0	0
NUMBER OF SHIFTS PER DAY	0	0		0	0
HOURS PER SHIFT	0	0		0	0

EQUIPMENT USED DURING THE WEEK:

NONE

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 9				
MONDAY 10				
TUESDAY 11				
WEDNESDAY 12				
THURSDAY 13				
FRIDAY 14				
SATURDAY 15				

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

9 SUNDAY	
10 MONDAY	
11 TUESDAY	
12 WEDNESDAY	
13 THURSDAY	
14 FRIDAY	
15 SATURDAY	

REMARKS

Contract work completed.
Semi-Final submitted to Region 6-11-85.

FINAL REPORT

SIGNED ______ LOCATION Klamath Falls
Richard J. Steyskal, Project Manager

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP*F216

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.: CON 5

RECEIVED
STAT HWY ENGR
NOV 5 '84
REFER TO
FOR
Info Invst R/D D/R Sign Act File

NOTED
W. E. SCHWARTZ

DATE: November 5, 1984

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
C. O. FREDRICKSON

FROM: C. O. Fredrickson
Construction Engineer

SUBJECT: Lenz Rd.-Forge Rd. Section
The Dalles-California Highway
Oregon Project F-4-1(14)
Contract No. 9652

We have reviewed your letter of September 13 regarding this project and offer the following comments:

1. We are not certain why the base lift paving flushed, but degradation of the aggregate and less aging of the asphalt than anticipated are major contributing factors. We felt that the low stability values were not severe enough to warrant removal of the pavement. Also, if excess asphalt does come out of the "B" mix, it should be absorbed by the "Modified B" mix top course and further reduce the probability that rutting will occur.

2. The original mix design had 4.1% voids with 6.5% asphalt. Last fall we increased the asphalt content to 7% with 2.8% voids. This is only slightly outside of our 3-5% design range and well within the 2-5% range recommended in the recent WASHTO report. Our decision to increase the asphalt by 1/2% was based in part on the recommendations made in the reports by Washington DOT and Chevron on our raveling pavements.

3. We did have differences in test results from the field, lab check tests, and cores. Two things that contributed to this were the degrading rock, and P200 passing through the filter in field extraction tests. We were able to find 0.2 to 0.3% P200 in the wash solution. We estimate that there would be at least an equal amount that would not settle out of the solution. We did have our field people run reference tests that were made up by the lab. They checked the lab results very closely.

   We are continuing to investigate the differences in our test results and will keep you advised.

We too are very concerned about the future performance of this pavement. If our analysis that rutting will be minimal proves correct, the fatigue and low temperature properties should be superior.

COF:RCP:mk

cc: W. E. Schwartz Dale Allen Jerry Thackery

11053M

Form 734-3122

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street NE
Salem, OR 97301

September 13, 1984
IN REPLY REFER TO

HFO.4/5-OR

RECEIVED
STATE HWY ENGR
SEP 17 '84
REFER TO Fredrickson
FOR

Info	Inves	R/D	D/R	Sign	Act	File
			✓			

WES
D/R to
Orig
9/20

Mr. H. S. Coulter
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Coulter:

Oregon Project F-4-1(14)
Lenz Road - Forge Road Section
The Dalles - California Highway
FHWA Field Inspection Report No. 2

Attached is a copy of a FHWA field inspection report on the above project.

The report indicates:

1. Severe flushing and bleeding of the base lift of pavement was experienced on the project and that test results from subsequent coring of the completed work indicated a low void content and mix stability. These factors could result in rutting of the pavement and a reduced service life for the facility.

Acceptance testing indicates that the contractor produced material in substantial conformance (with some penalty) to the contract specifications regarding gradation, moisture content, and asphalt content. Under such conditions, excess asphalt in the design mixture may be a contributing factor to the flushing and bleeding problems which were experienced.

2. The combustion values ("C" value) reported for the materials sampled and reported to the date of the report were below project specifications. Unburnt fuel can be a contributing factor in pavement flushing. The contractor on this project used a batch plant to produce the asphalt concrete mixture.

When low "C" values are encountered in a batch plant, it is recommended that the dried aggregate be sampled and checked for burner fuel contamination. This may provide a more positive check for contamination.

3. A difference exists between the field control (acceptance) test results and subsequent central laboratory test results, derived from core samples taken from the completed work, regarding the material passing the No. 200 sieve and the asphalt content. Several factors are apparently being reviewed in an attempt to correlate this data. One factor, project testing, could be easily reduced had check test results been available sooner. Timeliness of check test results are important to good quality control. An approach to help mitigate the time required to complete check test testing and to provide a greater assurance of the adequacy of project testing personnel and equipment would be to provide known samples to testing personnel for their use and instruction prior to the start of work.

We are very concerned about the quality and future performance of this pavement. Would you please review the above items and provide us with your comments.

G.K. Hosmer
for Dale E. Wilken

Attachment:
FHWA field inspection report

cc: Chuck Fredrickson (w/copy of report)

1165

FILE: SC 9652
MAT

STATE OF OREGON

INTEROFFICE MEMO

TO: Dale Allen
Region Engineer

DATE: July 30, 1984

FROM: James E. Wilson, Jr., PE
Asst. Engineer of Materials

SUBJECT: Lenz Rd.-Forge Rd.
Cont. #9652

We have no problems with your plan to not seal the Lenz Rd.-Forge Rd. modified "B" mix this year. During the past two weeks I have looked at the pavement on two different occasions and agree that after the coming winter's traffic the application rate for a seal could best be determined.

gs

cc: Chuck Fredrickson
Hal Versteeg
Jack Sullivan

1 Versteeg ✓
2 Anderson A
3 Adams
Macnab M
Edwards
Terpin
Trout
Wakarlie

RECEIVED

ROAD DESIGN SECTION

Do Not
Return to
Bring Up ..../..../....
Action

1652

STATE OF OREGON **INTEROFFICE MEMO**

TO: Chuck Fredrickson, Construction
Jim Wilson, Materials
J. H. Versteeg, Road Design

DATE: July 27, 1984

FROM: Dale D. Allen
Region Engineer

SUBJECT: Lenz Road-Forge Road
US 97
Contract No. 9652

Because of the high asphalt content in the "B" mix it is my recommendation to not place any seal this year on the open graded B-Mod.

There is some risk in doing this in that we could have some ravelling this winter. I think the chances are small.

To shoot a seal would increase chance of rutting or fat pavement.

We would close out contract and consider seal for next year after we evaluate cores.

If you have any problems with this, let me know next week.

DA:mr

cc: Jerry Thackery

1 Versteeg ✓
Anderson
2 Adams
AKB 3 [illegible] M
Edwards
Terpin
Trout
Wakerlig

RECEIVED

ROAD DESIGN
SECTION

Contains Recycled Materials

4

STATE OF OREGON

INTEROFFICE MEMO

TO: Hal Versteeg
John Scofield
C.O. Fredrickson

DATE: April 2, 1984

Dale D. Allen for

FROM: Dale D. Allen
Region Engineer

SUBJECT: Lenz Road--Forge Road

This job has an average of two inches of leveling (B mix) in place. The remaining two inches of B mix aggregate and 1½ inches of Modified B aggregate are crushed and on the job.

From what we learned this winter, is it possible we may want to reevaluate the proposed typical? The material that is in place went through the winter and looks very good.

Below are a couple of ideas that I would like your thoughts.

.....Place the remaining two inches of B mix and cover it with a fairly heavy seal. Omit the Modified B mix and set the material up for a future job or possibly extend the job north. Also consider using material to extend the Willamette Summit job 2-3 miles east and close the gap in the two jobs.

.....Build as per plan but place one lane with cement and one with lime added at pug. FHWA suggested this may give us some idea of the need to cure lime in stockpile.

The contractor advised he would be glad to work out any such changes at his actual costs.

There may be some other options, I do think we need to place good seal on whatever we do. My concern is: if the asphalt is in fact washing off due to high pore pressure should we be putting the open mix on the surface?

DDA:br

CC: Jerry Thackery

1 Versteeg ✓
Anderson
Adams
Macnab
Edwards
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APR 3 1984
ROAD DESIGN SECTION

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Action

81-125-1387

Contains Recycled Materials

7

February 22, 1984

CON

R. L. Coats, General Contractor
63285 Skyline Ranch Road
Bend, OR 97701

Time Extension Request
Lenz Road-Forge Road
Contract No. 9652
FAP No. F-4-1(14)

Your request for additional contract time in which to complete the above project has been carefully reviewed.

A contract time adjustment of an additional 66 calendar days is granted for completion of phase (b) and phase (c) of the contract due to extra work performed and stop work orders issued. The adjusted contract time for completion of phase (b) of the contract is August 23, 1984 and the adjusted contract time of completion of phase (c) is September 4.

There appears to be no valid reason for adjustment of contract time for phase (a) of the project and the 11 days of liquidated damages remain assessed for this phase of the contract.

W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

OBJ:mk sl

bc H. S. Coulter
C. O. Fredrickson
Dale Allen w/att.
Jerry Thackery w/att.
FHWA w/att.
Bob Church

STATE OF OREGON INTEROFFICE MEMO

TO: Robert C. Pool
Region Operations Engineer

DATE: February 3, 1984

FROM: Wayne Coder
Wayne Coder
Asst. Project Manager

CE CAE FOE OCS SCS EEO RECEIVED FEB 8 1984 CONSTRUCTION SECTION OM CA LS TC FE CP

SUBJECT: Increase in Calendar Workdays
Lenz Road-Forge Road
The Dalles-California Highway, Klamath County
Contract No. 9652, F. A. P. No. F-4-1 (14)

Enclosed is a request from the Contractor on this project for an 111 day increase in the calendar work days to complete this project; and that no liquidated damages be charged until this additional time has been used.

We have reviewed his request and based on the following data, recommend a time extension of 66 days.

(a)		
	Contract award	June 3, 1983
	Work Started	June 9, 1983
	Contractor informed of culvert extensions.	June 17, 1983
	Contractor signed EWO #1, culvert extensions.	July 14, 1983
	Contractor finished EWO #1, culvert extensions.	August 8, 1983

(Doing location work on the pipe & location
(Unsuccessful attempt to negotiate P.A.
ordered pipe
bid for delivery)

The culvert extensions were added to the contract after it was awarded and delayed the contract work from MP 221 to 231.

Because of this delay from June 17 to August 8, we recommend 52 day time extension.

(b)		
	Contractor told borrow might be required.	July 12, 1983
	Contractor met with Bob Pool and Barry Hatcher. Agreed to EWO #2, borrow excavation and placement.	August 11, 1983
	Contractor signed EWO #2, borrow excavation and placement.	August 15, 1983
	Contractor started EWO #2, borrow excavation and placement.	August 16, 1983
	Contractor finished EWO #2, borrow excavation and placement	September 15, 1983

From August 8 until August 15 the contractor waited for earth work quantities (computed in Salem) and to get Extra Work Order No. approved.

Recommend 7 days time extension.

No time recommended for period when EWO #2 was in progress because the real delay was in not moving his crusher from another project. This work could have been concurrent with excavation and base rock placing.

(c) Stop work order, Labor day weekend. Sept. 2-5, 1983
Stop work order, opening seekend of deer season. Sept. 30-Oct. 2, 1983

Contractor was not allowed to work on or near the highway because of increased traffic flow during these two time periods.

Recommend 7 day time extension.

The Contractor is asking 111 days and we are recommending 66 days. He started clearing in the quarry site on June 9 and started drilling on June 13. This was the only activity on this project, no other road activity occured during the first 8-10 days of the contract.

The contractor could have started his shoulder widening (Excavation) at the same time as he started working on EWO #2, borrow excavation and placement (August 16). The hauling and placing of the base rock could have started on or near August 22. This approach to the work schedule could have moved his starting date for placing the Class "B" mix leveling course up approximately 30 to 35 days.

We feel the remaining 30 days on the existing contract (June 1 - June 30, 84) and the recommended time extension of 66 days should allow the contractor to complete this project and cover any liquidated damages that have occured.

I recommend the contractor should be charged 9 days liquidated damages as per instructions in the Special Provisions for this project under Section 108.08., "Contract Time for Completion of Work", Section (a). All work required to complete the class "E" Asphalt Concrete mixture and emulsified seal work from MP 231 to 241 shall be completed prior to August 31, 1983.

The contractor started crushing the aggregates for the "E" mix on August 15, 1983, and completed crushing on September 9, 1983. He started placing "E" mix on August 22, 1983, and finished on September 14, 1983.

2-16-84

W. E. Schwartz —

I concur with Region and Proj. Mgr. and recommend an effective 66 C.D. time extension for phases (b) & (c). There appears to be no valid reason for added time for phase (a).

WC:mr

encl

Jackmond

cc: Bryant Jackmond

Recommend 66 day increase. This is a complicated and confusing request. The 9 days liq. damages for the E mix should remain. If you have any questions, give me a call.

Bob Pool

nig

cc: OSHD (Mr Coulter)

.. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

INITIAL REPORT

Region (HCM-010)

REGION NO. 10	REPORT NO. 1	COUNTY Klamath	DIVISION Oregon
DATE OF INSPECTION 9-29-83	INSPECTION MADE BY David B. Carter, Area Engineer		PROJECT NO. F-4-1(14)

Original Signed by
D. B. Carter
Area Engr.

IN COMPANY WITH
B. Hatcher, Proj Mgr; R. Pool, Region 4 Operations Engr;
D. Allen, Region 4 Engineer (all OSHD)

LOCATION
Approximately 40 miles north of Klamath Falls in Klamath County, Oregon.

CONTRACTOR NAME AND ADDRESS
R. L. Coats, 63285 Skyline Ranch Road, Bend, Oregon 97709

AWARD DATE 6-3-83	CONTRACT AMOUNT $2,732,780.00	TIME ALLOWED See below	TIME STARTED See below	WORK STARTED 6-9-83
QUALITY OF WORK Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED See below	WORK COMPLETED 18%	

RECEIVED
STATE HWY ENGR
OCT 17 '83
REFER TO
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FOR
Info	Inves	R/D	D/R	Sign	Act	File

ey
10/18

REMARKS

LENZ ROAD - FORGE ROAD SECTION
THE DALLES - CALIFORNIA HIGHWAY
Grading and Paving

This project provides for the resurfacing of this highway between MP 231 and MP 241 with a Class "E" asphalt concrete wearing surface; and between MP 221 and MP 231 widening and resurfacing with a Class "B" asphalt concrete base course and a special open-graded modified Class "B" wearing course.

NOTED
W. E. SCHWARTZ

WORK COMPLETED

The wearing surface between MP 231 and MP 241 is complete.

WORK IN PROGRESS

The contractor was placing the Class "B" leveling course in the vicinity of MP 228. This work began on Monday, September 26, 1983.

(more)

COPY SENT
OCT 14 1983
STATE

Form FHWA-1446 (12-73) Formerly PR-33 A Previous Editions of PR-33A will Not Be Used.

COMMENTS

This project has three project time elements. They are:

"(a) All work required to complete the Class 'E' Asphalt Concrete Mixture and emulsified seal work from M.P. 231.0 to M.P. 241.0 shall be completed prior to August 31, 1983.

"(b) All work required to complete the Class'B' Asphalt Concrete Mixture work from M.P. 221.0 to 231.0 shall be completed prior to October 15, 1983.

"(c) All work to be done under the contract shall be completed before the elapse of 270 calendar workdays."

Under (a) above, the daily amount of liquidated damages will be $150.00. Under (b) above, the daily amount of liquidated damages will be $450.00. Under (c) above, the daily amount of liquidated damages will be $450.00. If liquidated damages should become payable concurrently under any combination of (a), (b) and (c) above, the daily amount of liquidated damages will be the largest individual liquidated damage figure involved.

It is hoped that the Class "B" Asphalt base course can be completed this fall.

A contract change was made on this project, to obtain a cleaner sand for the choke course on the open-graded seal work. Very dusty conditions had been generated on several other recent projects as a result of the choke sand. The heavy dust condition was considered to be unsafe, as visibility was severely limited. Concrete sand was used as the choke sand on this project. This contract change will be documented by a price agreement. It is recommended that future projects having this type of seal specify choke material which will not produce a dusty condition.

This project was reviewed for the following recent specification changes:

403.15(B) Asphalt Concrete Mixture: Random sampling - the asphalt concrete mixture is being

(more)

sampled on a random basis. This is a statistical quality control project, and random sampling is one of the significant aspects of statistical specifications.

403.37 Preparation of Foundations: Requires separate leveling course. Leveling on this project is being accomplished as a separate operation.

403.39 Drying, Heating and Separating Aggregates into Designated Sizes: Requires specified combustion of fuel used. Samples of the burner fuel (diesel) have been submitted for testing. Previous experience with this plant (6000# Cedar Rapids batch plant) and the observed dryer temperatures and production rates indicate that burner fuel combustion should not be a problem on this project.

403.41(e) Mixing and Temporary Storage: Requires the contractor to provide a means for directing the flow of asphalt concrete away from the silo to prevent incompletely mixed portions of the mixture from entering the silo. This plant is equipped with a hydraulically operated gate on the elevator to the silo. Material can be wasted through this gate.

403.41(f): Requires gob hopper or equivalent. The storage silo was equipped with a gob hopper. The hopper operates on a timer switch.

403.41(g): Requires trucks to be loaded in such a manner as to prevent segregation. Trucks were being loaded in a proper manner.

403.43 Hauling, Spreading, Finishing and Temperature Control: Requires overlapping of windrows when material is dumped on the road and subsequently picked up. Also requires complete pickup by the pickup machine. Several trucks were observed during the dumping process. Loads were being overlapped. The pickup machine was cleanly picking the material up from the windrow.

403.44(a) Breakdown Compaction: A pneumatic roller was being used in the compaction process. This roller was equipped with skirts.

The Central Office "start-up" team had not been on this project.

(more)

The asphalt extractions on this project for the Class "E" mixture seem erratic and do not agree well with the tank stickings. The reason for these variations has not been pinpointed, although the asphalt in this type of open-graded mix has a tendency to separate, and this may have been a factor. Since this is a batch plant, the asphalt is measured by weight for each batch and should be fairly consistent, given proper operation of the plant.

The mix design for the Class "B" mixture was changed on the project on September 26, 1983. The change involved increasing the asphalt content from 6.5 percent to 7.0 percent.

The scales were checked on August 29, 1983 by the Fairbanks Scale Company.

Bid Item No. 17, Class "E" Asphalt Concrete Mixture, was reviewed for payment records. The estimated quantity, the summary book, and material receipts agreed and confirmed the amount paid the contractor. The material receipts were clearly made out and properly documented.

---DBC---

5

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION

September 14, 1983

In Reply Refer to
File No.:
DES 16

Department of Geology and
Mineral Industries
1129 S.E. Santiam Road
Albany, OR 97321

RECEIVED
TECHNICAL SERVICES
SEP 15 '83
REFER TO
FOR
Info Inves R/D D/R Sign Act File

Attention: Paul F. Lawson

Identification No. 18-0066
Sand Creek Quarry-USFS
Lenz Road-Forge Road Section
The Dalles-California Highway
Klamath County

Your letter of September 2, 1983, requested that we supply you with written confirmation from the U.S. Forest Service that this site will be returned to their use. You suggested that ultimate reclamation should be our responsibility if the U.S. Forest Service would not agree to reclaim the site. Our comments are based on the U.S. Forest Service permit, the operating specifications, and the development plan agreed to by the Oregon State Highway Division and the U.S Forest Service. A copy of these documents were furnished by our previous letters.

As with other U.S. Forest Service sites, our use is temporary and only for the duration of our project. In this instance, the permit expires on December 31, 1983, with renewal privileges based upon the then existing laws and regulations.

Our work is tightly controlled by the U.S. Forest Service through the development plan and operating specifications. We are required to pay $0.03 per cubic yard to the U.S. Forest Service for site rehabilitation.

Among the operating specifications indicating intent to rehabilitate the site in the future, are the removal and use of the overburden, the design of the final slopes in rock that must blend into existing slopes, the utilization of all quarried rock materials, even if secondary blasting is required, the disposal of reject fines in a specific disposal area as staked by the U.S. Forest Service, etc. The permit also does not grant us exclusive use of the site. We have been advised by the U.S. Forest Service representatives that they intend to use this site in the future.

There appears to be ample evidence that the site will return to use by the U.S. Forest Service and that their ultimate intent is to reclaim the site. We are not in a position to obtain further documentation on the future use or reclamation of this U.S. Forest Service site.

We feel we have met the requirements of the Mined Land Reclamation Law by providing you with an application, a copy of our permit and development plan, and a $390.00 permit fee. If further discussion is required, please advise.

J. H. Versteeg
Road Design Engineer

By

Don
Donald L. Trout
Final Project Coordinator

DLT:kkr

bc: E. S. Hunter (w/copy of letter dated 9-2-83 from Paul Lawson)
C. T. Keasey (w/ " " " " " " " ")
D. D. Allen (w/ " " " " " " " ")

VICTOR ATIYEH
GOVERNOR

Department of Geology and Mineral Industries
1129 S.E. SANTIAM ROAD, ALBANY, OREGON 97321 PHONE (503) 967-2039

September 2, 1983

Don Trout
OSHD--Design Section
State Highway Building
Salem, OR 97310

RE: Our I.D. #18-0066

Dear Don:

The circulation for the Sand Creek Quarry has been completed without significant adverse comment. So that mining may begin, we are prepared to issue the permit on this site once you have supplied to us written confirmation from the Forest Service that the site will be returned to Forest Service use.

If the Forest Service is not willing to do this and undertake ultimate reclamation of this site, then reclamation will be the responsibility of Oregon State Highway Division.

If you have any questions concerning this site, please contact Allen Throop or me.

Sincerely,

Paul F. Lawson
Paul F. Lawson
Supervisor
Mined Land Reclamation

PFL/dlm

9/6/83
To VanCleave
from Don Trout

Versteeg
Anderson
Adams
Macnab
[illegible]
Terpin
Trout
Wakefield

RECEIVED
SEP 07 1983
ROAD DESIGN
SECTION

Do Not File
Return to
Bring Up
Action

June 27, 1983

R. L. Coats
63285 Skyline Ranch Road
Bend, OR 97709

CON 5
#9652

Dear Mr. Coats:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

> Contract No. 9652 for paving on the Lenz Road-Forge Road Section of The Dalles-California Highway in Klamath County.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dc
Encl.

cc: Safeco Insurance Company of America
4101 S.W. Kruse Way
Lake Oswego, OR 97034

bc: C. T. Keasey
Walt Hart
Robert Church
Jan Peterson
Dale Allen
Barry Hatcher

R. L. COATS, General Contractor
2975 N.W. SKYLINE RANCH ROAD • P.O. BOX 1008 • BEND, OREGON 97701 • 382-2166 or 382-5368

May 26, 1983

Robert W. Gormsen
Room 121 Transportation Bldg.
Salem, Oregon 97310

RE: Assigned Contract goads for Minority Business Enterprise Participation.

Dear Mr. Gormsen:

The following minority and women owned subcontractor and supplier will be employed on the paving of the Lenz Road-Forge Road section #9652 of the Dalles-California Highway, Klamath County.

Minority-Owned Goal 2%

Joe Young Explosive, Inc.
P. O. Box 267
Hood River, Oregon 97031-0009
(503) 386-3265

Supply materials for shooting pits.

Item No.'s	Items	Unit	Quantity	Unit Price	Total Price
14,15,16,17,21	Rock for Project - Drilling & Shooting	Tons	155,000	0.36	$55,800.00

Women-Owned Goal 1%

EMW Construction
2008 Alderwood Circle
Bend, Oregon 97702
(503) 389-1558

Subcontract for Box Culvert Work.

Item No.	Item	Unit	Quantity	Unit Price	Total Price
23	Concrete in Box Culvert Extensions	C.Y.	66	400.00	26,400.00
24	Reinforcement in Box Culvert Extensions	Lb	7,600	0.50	3,800.00
	TOTAL				$30,200.00

Sincerely,

R. L. Coats

R. L. Coats
Owner

RLC/wm

RECEIVED
MAY 27 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc Kay Turner

4

STATE OF OREGON
HIGHWAY DIVISION - LOCATION UNIT

INTEROFFICE MEMO
LOC 3

TO: FILES

DATE: May 26, 1983

FROM: John Grassman
Bicycle Program Coordinator

SUBJECT: Lenz Road-Forge Road Section
The Dalles-California Highway
Klamath County

The subject section should be signed and striped with shoulder bike lanes as a part of the project. The designation of bike lanes is supported by:

(1) There are four-foot or greater width shoulders.

(2) The Dalles-California Highway is identified in the Draft Master Bicycle Plan as a significant route.

(3) There is not likely to be any reconstruction within the foreseeable future.

JG:ge

cc J. H. Versteeg
L. E. George

CMG

1 Versteeg ✓
Anderson
copy
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RECEIVED
ROAD DESIGN SECTION

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Contains Recycled Materials

8

HIGHWAY DIVISION - DEPARTMENT OF TRANSPORTATION LOC 3

F I L E S May 26, 1983

H. S. Coulter
State Highway Engineer

Footpaths and Bicycle Trails
May 26, 1983 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened May 26, 1983 on the following projects:

1. Richland Rock Production
   Baker-Copperfield Highway, Baker County
   Aggregate Crushing

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

2. South Baker Intchge-Durkee
   Old Oregon Trail Highway, Baker County
   Paving

   Overlay project.

   Same as No. 1.

3. Oregon City-New Era (MP 13.18-13.38 & MP 17.35-17.75)
   Pacific Highway East, Clackamas County
   Rock Slope Protection and Overlay Project

   Same as No. 1.

4. Zigzag River-Warm Springs Intchge and
   Warm Springs Intchge-Salmon River Curves
   Mt. Hood and Warm Springs Highways, Clackamas County
   Paving

   Overlay project. Existing shoulder bike route will be restriped and extended from its present termini at Ski Bowl Frontage Road to the Timberline Highway.

5. Fern Hill Slide (MP 89.0)
   Columbia River Highway, Clatsop County
   Grading and Paving

Realignment in a slide area. Two 12-foot lanes with 4-foot shoulders available for bicycle and pedestrian traffic. An additional 4 feet to be added to each shoulder at a later date.

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c) which states, "footpaths and trails are not required to be established ...where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

6. Crooked River Bridge
Conant Basin Road, Crook County
Structure Repair

Seventeen-foot roadway on structure and 20-foot aggregate roadway on the approaches.

Footpath and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b) which states, "footpaths and trails are not required to be established ...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

7. Fremont Junction-Chemult and
Odell Lake-Makualla Road
The Dalles-California and Willamette Highways
Deschutes and Klamath Counties
Paving

Overlay. The existing bikeway on The Dalles-California Highway will be restriped. The striping will be extended to the end of the project. The section on the Willamette Highway has 4-foot shoulders which are available for bicycle and pedestrian use.

8. Linn County Line-Suttle Lake
Santiam Highway, Jefferson County
Grading

Fall-out bench construction.

Same as No. 1.

9. Lenz Road-Forge Road
The Dalles-California Highway, Klamath County
Grading and Paving

Twelve-foot lanes with slow-moving vehicle lanes as required. The first ten miles of the project has 8-foot shoulders and the remaining ten miles has 4-foot shoulders. The project will be striped with shoulder bike lanes.

10. Arterial Street Overlay Project No. 4
Various Portland City Streets, Multnomah County
Paving

Overlay Project.

Same as No. 1.

11. MP 0.48-MP 2.25
Scott Canyon Road, Sherman County
Guardrail Installation

Same as No. 1.

12. Buford Ridge Road-Forest Boundary
Enterprise-Lewiston Highway, Wallowa County
Paving

Overlay and widening. Twenty-Six to Twenty-eight-foot roadway.

Same as No. 5.

13. Antelope Rock Production
Shaniko-Fossil Highway, Wasco County
Aggregate Crushing

Same as No. 1.

14. Gales Creek-Sunset Highway
Wilson River Highway, Washington County
Paving

Overlay and Guardrail. Twelve-foot lanes with 4- or 6-foot shoulders and climbing lanes as required.

Same as No. 5.

15. Spray Slide Correction
John Day Highway, Wheeler County
Grading

Slide correction. Minor road work to be done by others.

Same as No. 1.

16. East McMinnville Intchge
Salmon River Highway, Yamhill County
Grading and Paving

Interchange ramp realignment.

Same as No. 5.

RPS:ge

cc E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell
D. A. Ridings

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-4-1(14)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Klamath

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 30049

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 5/4/83

8. FEDERAL ROUTE NUMBER Primary 4

9. STATE ROUTE NUMBER Primary 4

10. GENERAL LOCATION:

Lenz Road - Forge Road (ugo)

11. GENERAL DESCRIPTION OF WORK

Overlay and shoulder improvements

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)*

Permanent Pavement Striping S.F.	$15,000
Temporary Pavement Striping S.F.	$ 3,500
Temporary Erosion Control	$ 1,000
Bikeway Striping & Legend	$ 4,100

13. REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Potter's 5/2/83 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $3,348,345 Federal Funds $2,951,566.

A signed copy of the Title Sheet is returned herewith.

RECEIVED
STATE HWY ENGR
MAY 16 '83
REFER TO Potter
FOR
Info | Invest | R/D | D R | Sign | Act | File

14. DATE 5/4/83

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hosmer

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-75) PREVIOUS EDITIONS MAY BE USED

U.S. Department
of Transportation
**Federal Highway
Administration**

Memorandum

4 N

THE OREGON DIVISION - SALEM

Subject: Oregon Project FR-4-1(4)
Lenz Road-Fuego Road
The Dalles-California Highway
Klamath County

Date: April 21, 1983

From: Division Administrator

Reply to Attn. of: HFO.4/5-OR

To: Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

Mr. Versteeg's letter of April 15, 1983, indicated that the prospective material source for the project, commonly known as the Sand Creek Quarry, may not be entirely cleared through the Forest Service at the contract bid stage and that some modifications to the planned development and use may be necessary should the Forest Service find significant cultural resources in the area. We understand the site is in a low probability cultural area.

Other presently identified materials sources which could be listed as prospective material sources and which are presently available for use require considerable more haul than your proposed prospective source. Therefore, since the risk of finding significant cultural resources is low, it is in the public interest to list the Sand Creek Quarry as a prospective source even though it is not entirely clear for use so that contractor bid prices can reflect the reduced haul costs. It is also desirable to advance the project at the present time to take advantage of the best part of the summer construction season.

We concur with your request to offer this source as a prospective materials source. However, prospective bidders should be made aware of the possibility of some delay in availability and/or that change of operations at the site may be required pending receipt of the Forest Service survey.

G. K. Hansen
for Dale E. Wilken

cc:
OSHD (D E Swan)

1 Versteeg ✓
Anderson
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ROAD DESIGN SECTION

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VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

April 15, 1983

RECEIVED
STATE HWY ENGR
APR 20 '83
REFER TO
Schwartz
FOR
Info ☒ Inves ☐ R/D ☐ D/R ☐ Sign ☐ Act ☐ File ☒

In Reply Refer to
File No.:
DES 16

NOTED
W. E. SCHWARTZ

Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street N.E.
Salem, OR 97301

Material Source
Lenz Road-Fuego Road
The Dalles-California Highway
Klamath County

The purpose of this Federal-Aid Project is to extend the service life, restore the pavement section and skid resistance of the pavement with 4 1/2-inch overlay and leveling, plus 1 1/2-inch future lift. This section is 10 miles in length and has an ADT of 3000. The typical section is proposed as 40-feet in width, two 12-foot lanes with 6-foot shoulders.

The Prospective Material Source, known as the "Sand Creek Quarry" is on a Special Use Permit from the U.S. Forest Service to the State of Oregon, shown on sheet 2B of the contract plans and a copy of the Permit, and forest Service road construction specifications are available for the contractors inspection at the Project Managers office. However, the permit cannot be finalized until there is a Cultural Resource Survey completed. The forest Service has indicated verbally that the site is in a low probability cultural area. Although Item No. 13 of the special clauses states that if any significant resources are found, that we as Permittee have the option of salvaging or altering the work plans by moving to avoid them.

Our Environmental Section has no problem with clearing this project providing FHWA concurs with the above.

We believe that specifying a Prospective Material Source is in the publics interest and seek your approval to offer this source as Prospective. I have discussed this with you by telephone and received your concurrence.

This project is scheduled for the May 12, 1983 bid letting.

J.H. Versteeg
Road Design Engineer

By

Donald R. Adams, P.E.
Final Design Engineer

cc: H.S. Coulter
E.S. Hunter
D.E. Swan
F.E. Terpin
S.H. Macnab
Dale Allen
Cam Gilmore
Frank Roberts

9657

8

STATE OF OREGON

ROAD DESIGN SECTION

INTEROFFICE MEMO

DES 16

TO: Memo to File

DATE: April 14, 1983

FROM: J. H. Versteeg
Road Design Engineer

NOTED
E. S. HUNTER

SUBJECT: Lenz Road-Fuego Road Section
Highway 97

The approved base design is for a 4-inch class "B" asphaltic concrete base course plus leveling. The wearing course is 1 1/2 inches of open-graded class "B" mix with an emulsified asphalt seal.

The open-graded "B" mix wearing course must be placed in warm weather to assure durability. It may be necessary to delay the construction of the open-graded course until the 1984 construction season.

JHV:rw

cc: E. S. Hunter
D. D. Allen
S. H. Macnab
D. R. Adams
C. T. Keasey
Jack Sullivan
Gordon Beecroft
Glenn Hossner

RECEIVED
TECHNICAL SERVICES
APR 15 '83
REFER TO
FOR
Info Invest R/D D/R

81-125-1307

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STATE OF OREGON **INTEROFFICE MEMO**

ROAD DESIGN SECTION

DES 16

TO: E. S. Hunter
Assistant State Highway Engineer
Technical Services Branch

DATE: March 15, 1983

FROM: J. H. Versteeg
Road Design Engineer

SUBJECT: Lenz Road-Fuego Road Section
The Dalles-California Highway
Kalamth County

Recently Dale Allen reported that nine out of ten overlays on Highway 97 south of Bend were suffering various amounts of surface distress. All of these overlays had been constructed in the last six years and some were only two years old.

These overlay projects are being reviewed to determine possible causes. I would not expect any possitive results from this review this year.

The Lenz Road-Fuego Road Section of Highway 97 requires resurfacing and two alternates are being considered.

1. A 10-year design for an asphalt concrete alternate requires a 6" asphalt pavement overlay. The cost of the 6" overlay and other related items on this 10-mile section of Highway 97 is $3 million or $300,000 a mile.
2. The 30-year design for a continuously reinforced concrete pavement alternate requires a 9" concrete reinforced slab. The cost of this 9" reinforced concrete alternate is $6 million or $600,000 a mile.

Based on pavement performance and the total cost to the highway user, over time I would favor the continuously reinforced concrete alternate. Based on initial cost and hope for better pavement performance, the asphalt pavement alternate should possibly be selected.

I recommend we proceed with the 10-year asphalt pavement design using a 6" overlay at an estimated cost of $3 million. This recommendation is based on the significant difference in initial cost between the asphalt and concrete overlays and the lack of any other reasonable solution. Your concurrence is recommended. The file is attached.

JHV:rw

Attachments

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TECHNICAL SERVICES
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Info | Inves | R/D | D/R | Sign | Act | File

Versteeg
Anderson
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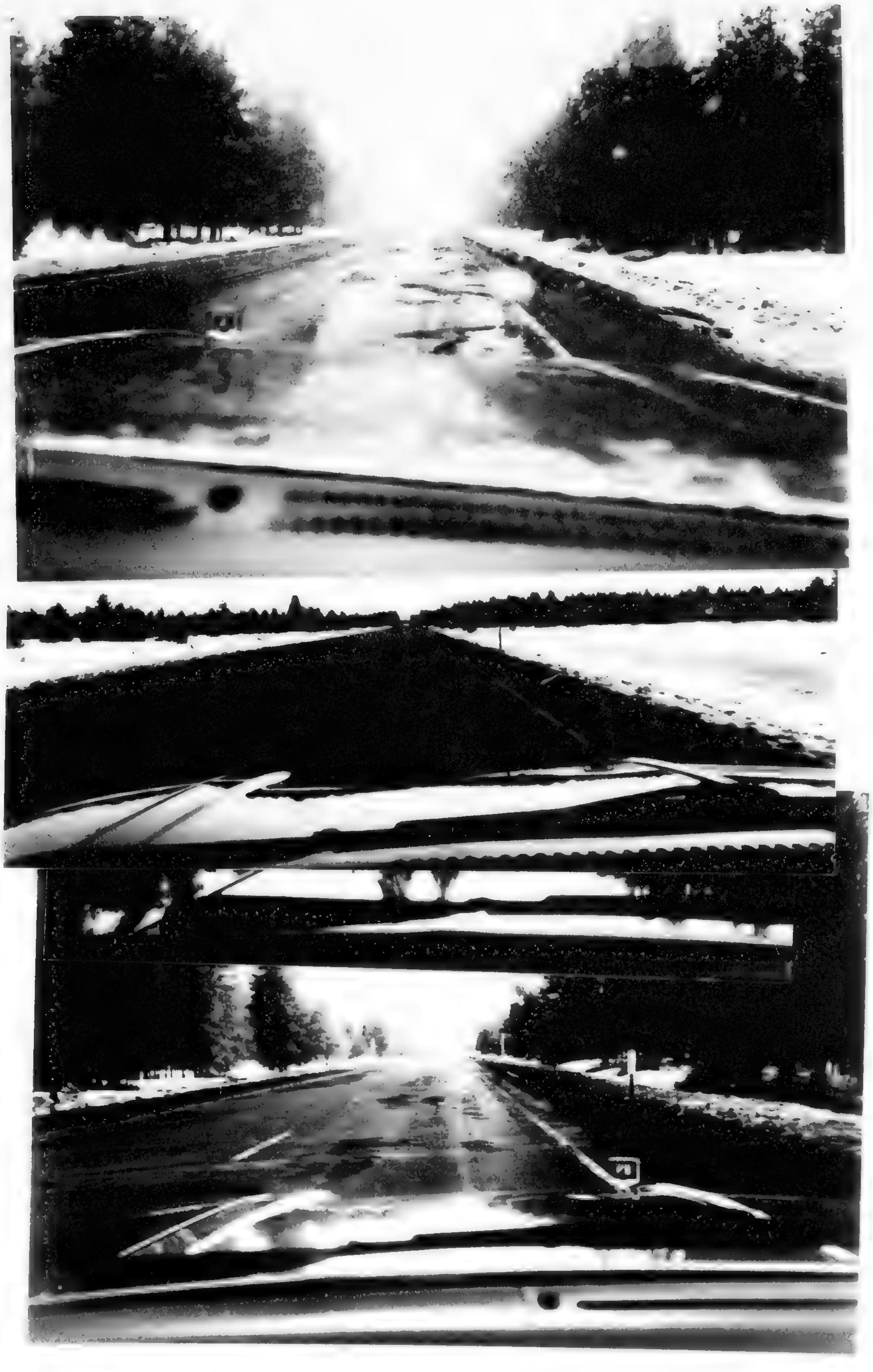
Photographs



(Chemult) Leve Rd Feb. 1983
US 97 - MP 221 - 231 (10 miles)

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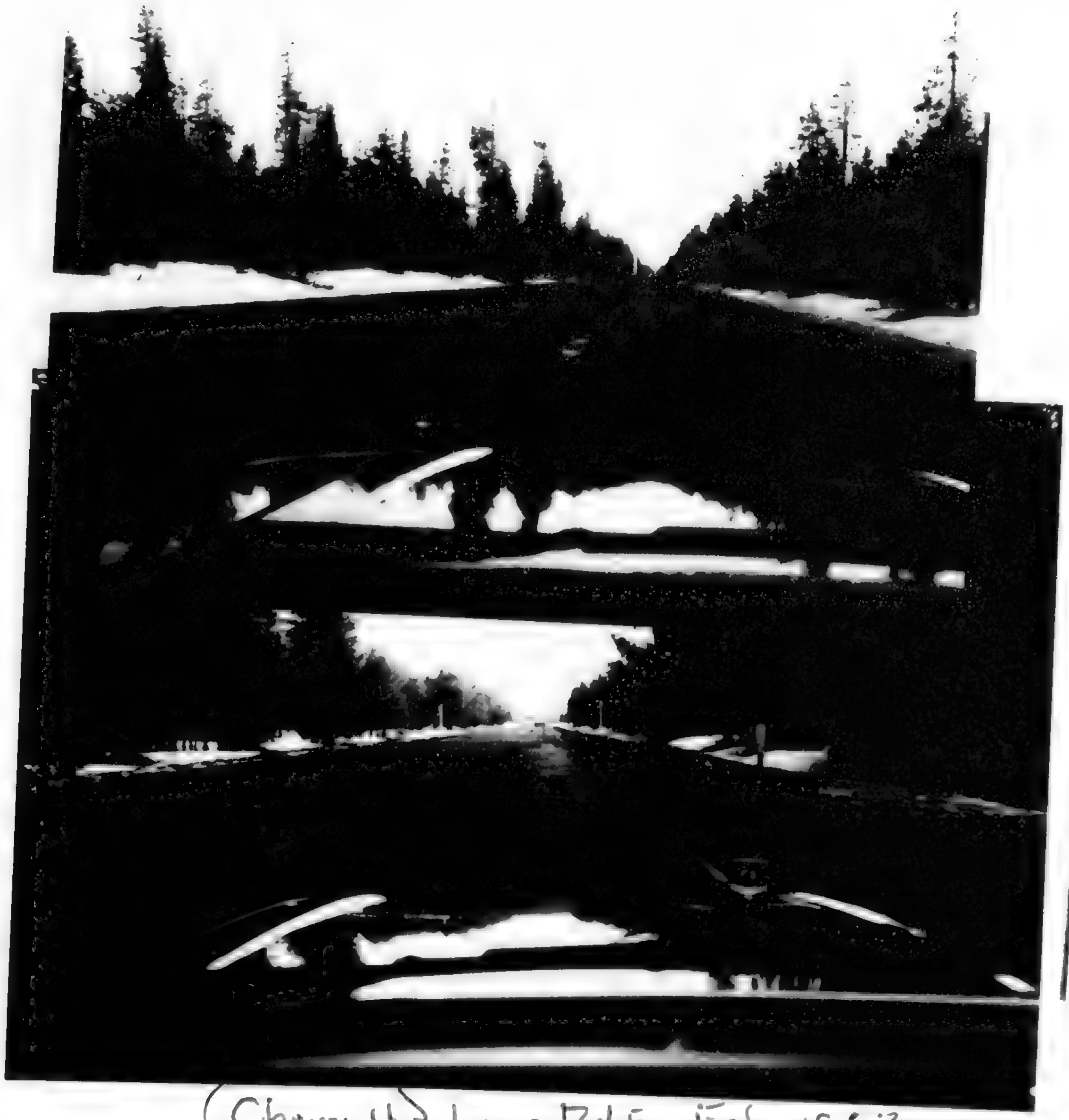
Info Draft R/D D/R Sign Act File

NOTED
H. S. COULTER



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(Chemult) Lenz Rd-[illegible] Feb 1983
US 97 - MP 221 - 231 (10 miles)

This 10 mile section is all this way
It's on schedule for overlay this summer
It was "added" job due to 5¢.

Ray

NOTED
H. S. COULTER

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(Chemult) Lenz Rd-Forgael Feb 1983
US97 - MP221 - 231 (10 miles)

This 10 mile section is all this way
It's on schedule for overlay this summer
It was "added" job due to 5¢.

Dale

STATE OF OREGON
Highway Division

INTEROFFICE MEMO

TO: J. H. Versteeg
Design Engineer

DATE: February 22, 1983

FROM: John T. Scofield
Surfacing Design Engineer

SUBJECT: Report on Alternate Surfacing Designs, Lenz Rd. - Fuego Rd. Section, The Dalles - California Highway, Klamath County.

Submitted herewith is the report, comparing an A.C. overlay with a C.R.P.C.C. overlay on the subject section.

My recommendation is that we use the C.R.P.C.C. Alternate. There are many factors to support this recommendation. One of the few factors supporting the A.C. overlay is the initial cost ($5.2 million vs. $2.9 million).

Due to the thick initial A.C. overlay and the terrain of this section, this is an ideal section on which to justify C.R.P.C.C.

I also feel that this could have benefits in improving A.C. paving. One reason for the large difference in estimated initial costs is the low bidding on A.C. This low bidding makes it difficult to produce the quality of A.C. that we need. If bidding on A.C. were back to what it was a few years ago, we probably would have an estimated cost of $13 per ton instead of $9. If this were the case the initial cost of this overlay would be $3.3 million.

On a life cycle cost basis, we are not really saving on the current low bids on A.C. paving.

JTS:tab

Attachments

cc: Frank Terpin
Don Adams
Bill Cole
Dale Allen

1 Versteeg
Anderson
2 Adams
Olson
Sullivan
Terpin
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The following Document(s) are Photographs

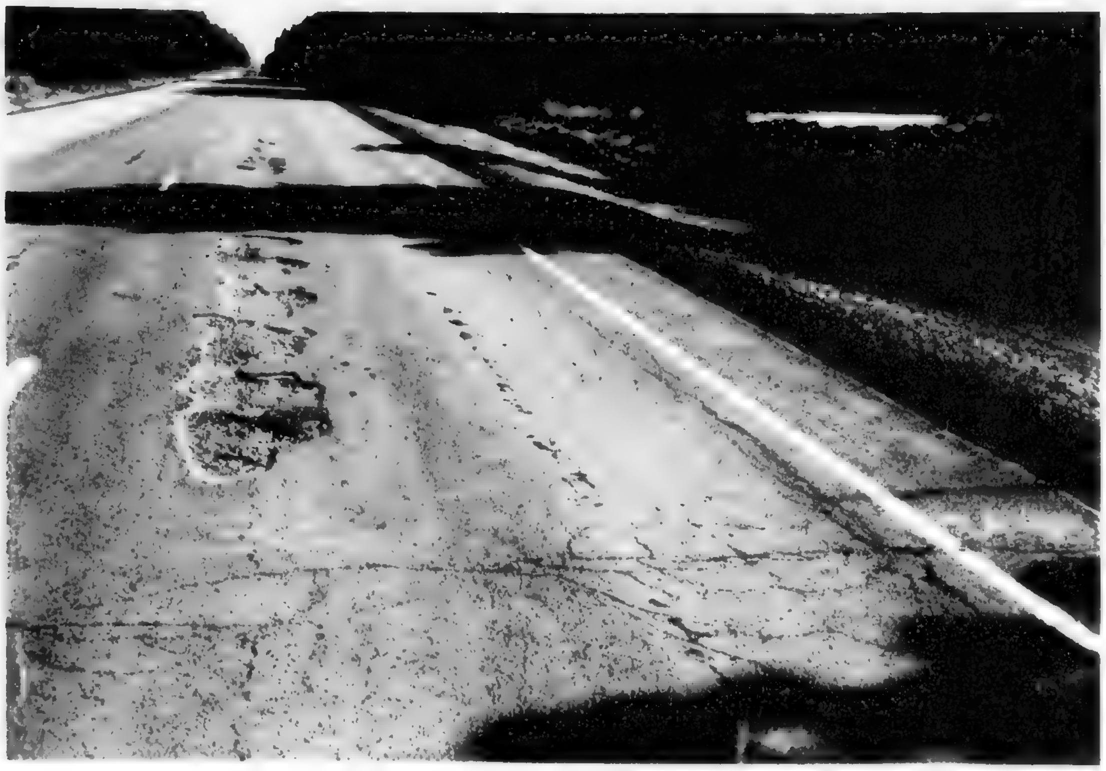
SURFACING DESIGN ALTERNATIVES
LENZ ROAD - FUEGO ROAD SECTION
THE DALLES - CALIFORNIA HIGHWAY
KLAMATH COUNTY

This is a Federal Aid Primary Project to rehabilitate a ten mile section starting at Mile Point 221.0 and ending at Mile Point 231.0 This section of highway is surfaced with 32 feet of Asphaltic Concrete. The roadbed was originally constructed in 1947 and 48, with an oil matsurface. It has since had 3½" and 2" A.C. overlays. The latest placed in 1969.

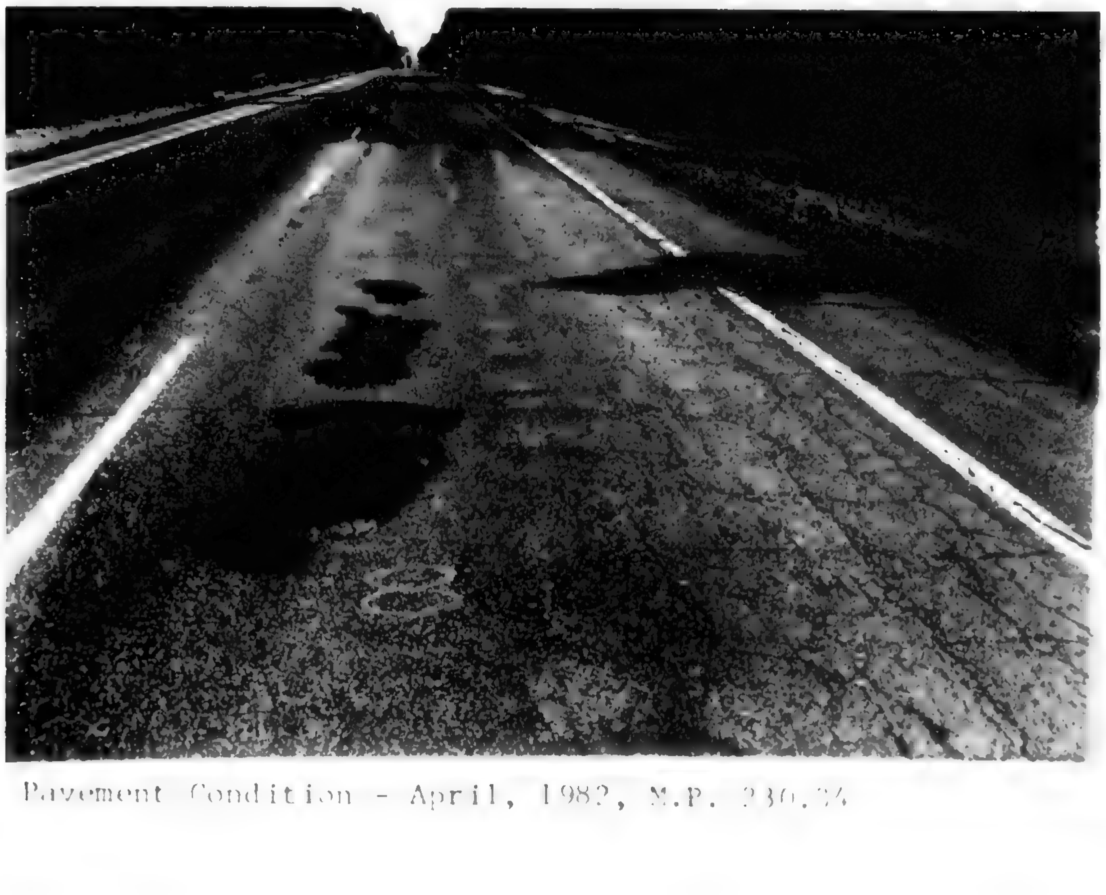
It is currently in very poor condition, having experienced structural failure.

Pavement Condition - April, 1982, M.P. 225.0 (Additional photos on pg. 2)

The alignment is straight, and almost flat. There are fairly wide ditches. There are only three cross roads on this section, with the Silver Lake Road connection, being the only one carrying significant traffic. The only commercial access on the entire length is the store/service station on the west side of the highway at Sand Creek.



Pavement Condition - April, 1982, M.P. 226.35



Pavement Condition - April, 1982, M.P. 230.34

Alternate Number One:

Initial Project:

The initial project would be a 6-inch Asphaltic Concrete Overlay, 40 feet wide. The 4 feet of widening on each side require 12" of Aggregate Base. The 6-inch overlay would be placed in 3 - 2" lifts. There is no allowance for leveling.

The 6-inch overlay is needed to provide a ten year design life, for the volume of heavy trucks projected. The traffic coefficient for the ten year period is 10.2. The eightieth percentile deflection for this section is 0.049". The depth of Aggregate Base for the widening is the minimum thickness, necessary for resistance to frost damage.

For this alternate, traffic would be controlled by flagmen and a pilot car.

FUTURE STAGES FOR DESIGN PERIOD:

It is anticipated that normal wear and deterioration would require a 2½" A.C. overlay, plus ½" allowance for leveling, ten years from completion of the initial project. This overlay would be 40 feet wide with traffic handling by flagmen and a pilot car.

It is anticipated that a 3-inch A.C. overlay, plus ½" allowance for leveling would be required at 20 years. This overlay would also be placed in two lifts, requiring flagging, and a pilot car.

It is also anticipated that state force maintenance would be required in about the fourth year through the ninth year after each overlay. The estimated cost of this patching is $125,000 for each 10 year cycle. Experience over the past several years supports the fact that overlays are always preceeded by some maintenance patching.

The anticipated need at the end of 30 years is a 4 inch A.C. overlay.

Alternate Number Two:

Initial Project:

The initial project would be a 9-inch Continuously Reinforced Portland Cement Concrete Pavement Overlay, 26 feet wide. The shoulders would have four inches of A.C. on Aggregate Base. The Aggregate Base would be 12 inches thick, outside the existing A.C. Pavement. The 9-inch thickness of C.R.P.C.C. Pavement would be needed for a 30 year design life. The design is based on the Portland Cement Association Stress Analysis Method. The K value for the support from the existing A.C. Pavement is based on deflections. The design flexural strength of P.C.C. is assumed to be 525 PSI. Total growth in truck traffic for the 30 year design period was 100%. Our experience with C.R.P.C.C. Pavements on the Interstate System, supports the 30 year, very low maintenance design life.

Alternate Number Two, Initial Project Continued:

A detour with a 24' top width, would be constructed on one side. It would be constructed with eight inches of Aggregate Base and a Double Shot Chip Seal Surface. Most of the detour surfacing can be salvaged and used for shoulder construction. Construction of the detour would be quite simple. The subgrade is a non-plastic, well draining pumice, thus drainage is not a problem. Cut and fill required for a detour would be minimal.

The construction of the 26' width of C.R.P.C.C. could be handled very well on the existing 32' pavement. There would be 3 feet on each side for the slip form paver to operate on. Room would be available for the P.C.C. haul on the side of the highway opposite the detour.

The 26' width for C.R.P.C.C. is recommended to minimize the affect of edge loadings, and potential maintenance problems on the shoulder joint.

This alternate would result in very little interruption to traffic.

FUTURE STAGES FOR DESIGN PERIOD.

It is estimated that cleaning and sealing of the shoulder joints would be required over a period from about 10 to 12 years from the time the initial project was completed. This would probably be a state force operation.

It is also assumed that later in the design period (approximately 20 years) faulting at the shoulder joint would require repairs. This would probably be a contract repair project, involving removal of a 2 foot by 2 inch strip of A.C. and repairing the strip.

At the end of the 30 year design period it is estimated that a 4 inch A.C. overlay could be placed.

REMARKS/RECOMMENDATION - SURFACING DESIGN ENGINEER.

Although Alternate No. 2 has a higher initial cost ($5.2 million versus $2.9 million), I recommend the C.R.P.C.C. overlay. This recommendation is based on the following factors:

1. Lower Life Cycle Cost. ($5.4 million vs. $5.9 million) The life cycle cost difference would be even greater, if inflationary factors were considered.
2. Performance of C.R.P.C.C. Pavements in Oregon have been excellent. The performance of A.C. Pavements placed in the last few years have been marginal in many cases.
3. This alternate would involve much less interruption of traffic during construction, as compared to a 3 lift A.C. overlay.
4. This is an ideal section to try a C.R.P.C.C. overlay on a 2-lane Primary Highway. There are virtually no obstacles in the way of a 2-lane detour. The initial A.C. overlay is very thick.

REMARKS/RECOMMENDATION - SURFACING DESIGN ENGINEER CONTINUED:

5. The construction of a C.R.P.C.C. Pavement would stimulate competitive bidding and take advantage of a product (Portland Cement) that is produced in Oregon.
6. The amount of materials and energy required during the design life would be less for the C.R.P.C.C. Pavement.

It is estimated that both alternates have equal salvage value at the end of the 30 year design period.

PAVEMENT TYPE SELECTION

PRINCIPAL FACTORS GOVERNING SELECTION

1. Traffic Characteristics: This route is a major truck route, with a total ADT of 2,900 and a truck ADT of 890 (30%). For the flexible pavement alternate there are 800 18 Kip Equivalent Axle Loads per day, with a ten year traffic coefficient of 10.2. The truck loadings are based on a twenty year growth of 50%.

   For the rigid (PCC) pavement alternate, there are 1250 18 Kip Equivalent Axle Loads per day, or 14 X 10^6 18 Kip Equivalent Axle Loads for a 30-year design period. This is based on a 100% growth in heavy trucks over the next 30 years.

2. Soils Characteristics: The subgrade soil throughout the 10-mile length of this project are very uniform. The soil is a non-plastic volcanic ash (pumice). It is similar to a sandy-silt, but is resilient.

   The resilience of the soil, gives it an affective R value of 16. The soil does not hold pond water, so drainage is a very insignifican factor in the project.

3. Climate: The average annual rainfall at Chemault is approximately 20 inches. The elevation in this area is approximately 4,500 feet. The estimated depth of maximum frost penetration is 36 inches. The designs for both alternates are adequate to resist damage from frost penetration.

   Jointed Portland Cement Concrete Pavement was not considered because of the cost of maintaining joint seals in this area of large temperature variations.

   The CRPCC Pavement alternate would provide the best wearing surface in this climate. It would be much more resistant to wear, especially from chains and studded tires.

4. Construction Considerations: Alternate No. 1, involves the placement of a 6-inch A.C. overlay, in 3 lifts. Traffic would be handled by pilot car and flagging. The interruptions would be significant.

   Alternate No. 2, involves the construction of a 9-inch CRPCC overlay. A two-lane temporary roadbed would be constructed on one side. The contractor could haul concrete on the other side. The actual interruptions to traffic would be less than with the A.C. overlay.

   There are no guard rails or structures on this project.

5. Recycling: Initial Project: Neither alternate utilizes recycling of the existing surfacing materials, although in both cases the existing materials make up the base for the new surfacing.

   Future: The potential for recycling of an A.C. surfacing in the future is greater than a CRPCC Pavement.

6. Cost Comparisons: Attached. The A.C. alternate includes two additional rehabilitation projects during the design life. The CRPCC alternate includes anticipated maintenance costs for the shoulder joints.

Cost Summary

Alternate No. 1 - Asphaltic Concrete Overlay

Initial Construction	$ 2,915,000.00
* Interim Maintenance - State Force (Years 4-9)	$ 125,000.00
2nd overlay at 10 Years	$ 1,231,000.00
* Interim Maintenance - State Force (Years 14-19)	$ 125,000.00
3rd overlay at 10 Years	$ 1,417,000.00
* Interim Maintenance - State Force (Years 24-29)	$ 125,000.00
Total Cost (1983 Dollars)	$ 5,938,000.00

* Based on Average Maintenance Costs for A.C. Overlays in Region 4, placed since 1977.

Alternate No. 2 - CRPCC Overlay

Initial Construction	$ 5,227,000.00
-Joint Maintenance - State Force (Years 10-12)	$ 32,000.00
-Joint/Shoulder Repair - Contract at 20 Years	$ 127,000.00
Total Cost	$ 5,386,000.00

SECONDARY FACTORS GOVERNING SELECTION

1. Performance of similar pavements in the area: A.C. Pavements in the area have provided only marginal service. Many of the recently constructed A.C. Pavements have required maintenance within a couple of years of construction. A.C. surfaces are raveling.

   No CRPCC Pavements exist in Central Oregon. CRPCC Pavements have provided excellent service in other areas, including I-84 in Eastern Oregon, under similar climatic conditions.

2. Adjacent Existing Pavements: Pavements both north and south of this project are A.C.

3. Conservation of Materials and Energy: Alternate No. 1 uses less material and slightly less energy in the initial phase, but over the entire design life requires more material and energy.

   Alternate No. 1 causes more interruptions and delays to traffic during construction and maintenance phases, thus the cost in time and fuel to the user is considerably greater.

4. Availability of Local Materials or Contractor Capabilities: Finding suitable materials for either alternate is extremely important. Sources are available, but sand for Alternate No. 2 may have to be hauled approximately 40 miles.

   Local contractors are capable of constructing Alternate No. 1. CRPCC Pavements constructed in Oregon in the last five years have been by out-of-state contractors, with the exception of some city street projects. The possibility of Oregon contractors producing and placing PCC Pavement would be enhanced if Oregon used PCC Pavement as a rehabilitation material.

5. Traffic Safety (Finished Project): Both alternates provide a good skid resistant surface. Alternate No. 2 will provide a safe surface over a much longer period of time. Alternate No. 2 would have much less impact to the users during the construction phases. There would be much less traffic restriction, and less chance for accidents during construction.

6. Incorporation of Experimental Features: This has not been considered in either alternate. Although, not an experiment, the CRPCC Pavement Overlay would be the first in Oregon on a two-lane primary highway. All previous CRPCC Pavements have been on freeways.

7. Stimulation of Competition: Both alternates will promote competitive bidding. The CRPCC option would involve bidders for a broader area.

8. Municipal Preference, Participatin Local Government Preference and Recognition of Local Industry: Municipal and Local Government Preference is not a consideration. This is a Rural Primary Highway.

   Alternate No. 2, utilizes a considerable amount of Portland Cement which is being produced in Oregon in considerable quantities. All asphalt used in Oregon is imported from other states.

CTION Lenz Road - Fuego Road
HIGHWAY The Dalles - California #4
UNTY Klamath
DATE February 17, 1983

tside Lanes
Inside Lanes
Credits
ad Safety Factor 1.3
"R" Value
CRPCC 9.0"
bbase Depth Existing
Depth
Values: Basement -
Subbase
A.C. Exist 250*
mpressive Strength 3950
dulus of Rupture (M.R.) 525
Total Depth 9.0" CRPCC

* Based on deflection data.

le ad ps	Axle Load x L.S.F. Kips	Stress P.S.I.	Stress Ratio Stress P.S.I. M.R.	Allowable Repetitions No.	Estimated Repetitions No.	Fatigue Resistance Used
			SINGLE AXLE LOADS			
35	45.5	350	66.7	4950	150	3.0
34	44.2	345	65.7	6600	290	4.4
32	41.6	330	62.9	14,400	290	2.0
30	39.0	310	59.0	42,000	530	1.3
28	36.4	300	57.1	73,200	530	0.7
26	33.8	285	54.3	165,000	1000	0.6
24	31.2	270	51.4	360,000	1170	0.3
22	28.6					
20	26.0					
18	23.4					
			TANDEM AXLE LOADS			
50	65.0	320	61.0	24,000	980	4.1
48	62.4	315	60.0	32,000	1060	3.3
46	59.8	300	57.1	73,200	2940	4.0
44	57.2	290	55.2	124,000	4820	3.9
42	54.6	280	53.3	222,000	8900	4.0
40	52.0	270	51.4	360,000	33,260	9.2
38	49.4	255	48.6	---	---	---
36	46.8					
34	44.2					
32	41.6					
30	39.0					
28	36.4					

Total % Fatigue Used 41

ECTION Lenz Rd. - Fuego Road HIGHWAY The Dalles - California #4

COUNTY Klamath DATE February 18, 1983

Use 100% Growth

Axle Load Kips	2 Axle TADT = 120		3 Axle TADT = 60		4 Axle TADT = 15		5 Axle TADT = 1125		6 Axle TADT = 15		30 Year Total 20-Year Repetitions X 1.5
	Const.	Rep.	Const.	Rep.	Const.	Rep.	Const.	Rep.	Const.	Rep.	

SINGLE AXLE

Axle Load Kips	2 Axle Const.	2 Axle Rep.	3 Axle Const.	3 Axle Rep.	4 Axle Const.	4 Axle Rep.	5 Axle Const.	5 Axle Rep.	6 Axle Const.	6 Axle Rep.	30 Year Total 20-Year Repetitions X 1.5
35							0.09	101			150
34							0.17	191			290
32			---	----	---	----	0.17	191	---	----	290
30			0.17	10	1.01	15	0.10	113	14.3	215	530
28	---	----	0.17	10	1.01	15	0.10	113	14.3	215	530
26	0.49	59	0.69	41	1.51	23	0.10	113	28.7	431	1000
24	1.75	210	0.34	20	3.72	56	0.44	495	---	----	1170
22	5.91	709	5.49	329	18.6	279	6.28	7065	27.4	411	13,190
20	164	19,680	501	30,060	798	11,970	482	542,250	1302	19,530	935,230
18	228	27,360	736	44,160	874	13,110	2060	2,317,500	1656	24,840	3,640,450

TANDEM AXLE

Axle Load Kips	2 Axle Const.	2 Axle Rep.	3 Axle Const.	3 Axle Rep.	4 Axle Const.	4 Axle Rep.	5 Axle Const.	5 Axle Rep.	6 Axle Const.	6 Axle Rep.	30 Year Total 20-Year Repetitions X 1.5
50			0.55	33			0.55	619	---	----	980
48			0.55	33	---	----	0.55	619	3.57	54	1060
46			---	----	0.50	7	1.50	1688	17.8	267	2940
44			1.10	66	---	----	1.75	1969	78.5	1178	4820
42			1.72	103	3.52	53	3.80	4275	99.9	1500	8900
40			2.74	164	5.66	85	18.1	20,362	104	1560	33,260
38			3.09	185	9.09	136	114	128,250	139	2085	195,980
36			16.8	1008	12.1	182	373	419,625	203	3045	635,790
34			119	7140	58.3	875	1556	1,750,500	371	5565	2,646,120
32			136	8160	145	2175	1860	2,092,500	425	6375	3,163,820
30			61.7	3702	220	3300	442	497,250	462	6930	766,770
28			61.7	3702	220	3300	597	671,625	462	6930	1,028,340
26			61.7	3702	220	3300	597	671,625	462	6930	1,028,340

TRAFFIC ANALYSIS

FLEXIBLE PAVEMENT

SECTION: Lenz Rd. - Fuego Rd.

HIGHWAY: The Dalles - California #4

COUNTY: Klamath

2900 Present ADT (19)

30 Percent Trucks

AXLES	*TWO WAY TRUCK ADT*	*EXPANSION FACTOR*	*TOTAL TADT*	*MEAN TADT*	*ANNUAL ONE WAY 18 kip EAL*	*AVERAGE ANNUAL 18 kip EAL*
2	80	1.5	120	100	36.5	3650
3	40		60	50	119.5	5975
4	10		15	13	157.0	2041
5	750		1125	938	296.0	277,648
6	10		15	13	325.0	4225
	890			1114	TOTAL	

18 kip EAL /day	800
TOTAL AVERAGE ANNUAL 18 kip EAL	293,539
TWENTY YEAR 18 kip EAL	5,870,780
TRAFFIC COEFFICIENT	11.1
TEN YEAR 18 Kip EALs	2,935,390
TEN YEAR TRAFFIC COEFFICIENT	10.2

The following
Document(s)
are
Photographs

Ed Hunter,

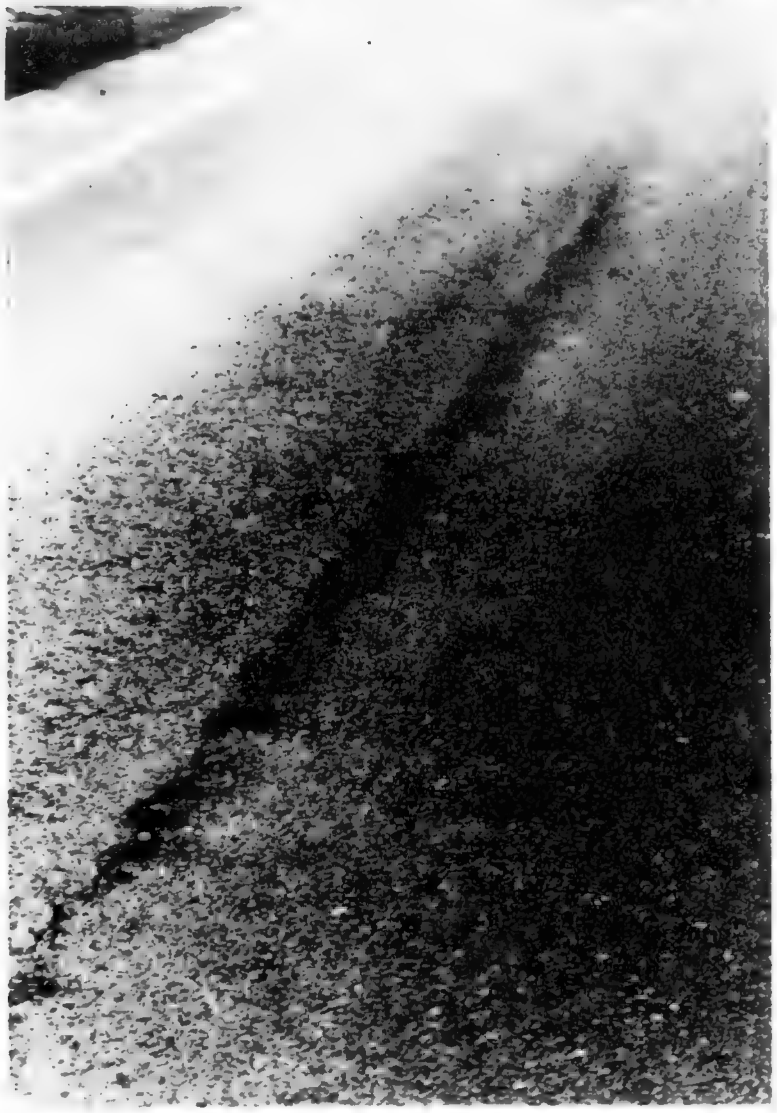
FRL 2/11/83
TCC - 61547

After [illegible] [illegible] [illegible] [illegible] this to Glen Hosmer [illegible] [illegible] thought it was good idea

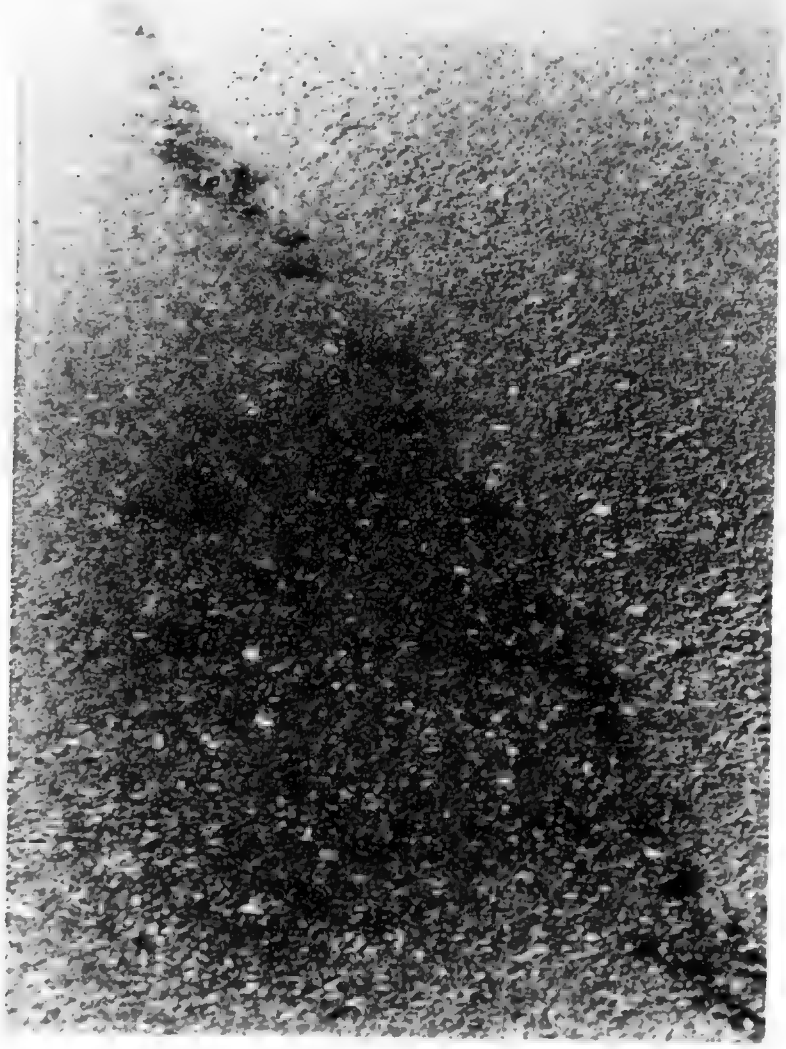
You may want to [illegible] [illegible] [illegible] thought. I believe we have [illegible] [illegible] TCC [illegible] may get problem

time

R Allen



3 Years old -
Aug. 20'per/lane/per mile on
Lava Butte - Sugar Pine Rd.



1 Year Old
Minor, but just starting
Hockett Drive - Crescent

Other Failures I have seen

(2) [illegible] Jobs [illegible] (Summit) and east end
(1) Siskiyous (Major Damage)
(1) [illegible] (Major)
(2) Sonora & [illegible] Camp Area (Major)

(Most all are in Snow Zones)

The failure seems to be limited to AR asphalts (using [illegible]) where there

a [illegible]
time [illegible]

Dallen

3 Years old -
Avg. 20'per/lane per mile on
Lava Butte - Sugar Pine Rd.

1 Year Old
Minor, but just starting
Hecket Drive - Crescent

Other Failures I have seen

(2) [illegible] Jobs on [illegible] (Summit) and east end

(1) Siskiyous (Major-Damage)

(1) Meacham (Major)

(2) Sandy & Gov. Camp Area (Major)

(Most all are in Snow Zones)

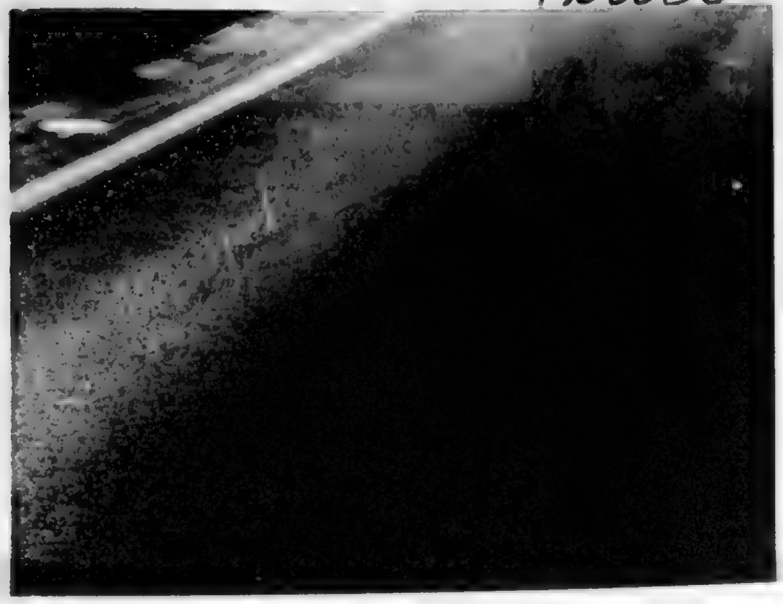
The failure seems to be limited to AR asphalts, (some [illegible]) where there is [illegible] trucking & snow.

← Bend S C L

(1 Year old)

a serious problem if you look statewide. PCC on US97 may get problem turned around.

D Allen



Lava Butte - Sugar Pine

1 Year Old

Minor, but just starting
Hacket Drive-Crescent

Other Failures I have seen

(2) Two Jobs on Willm't (Summit) and east end

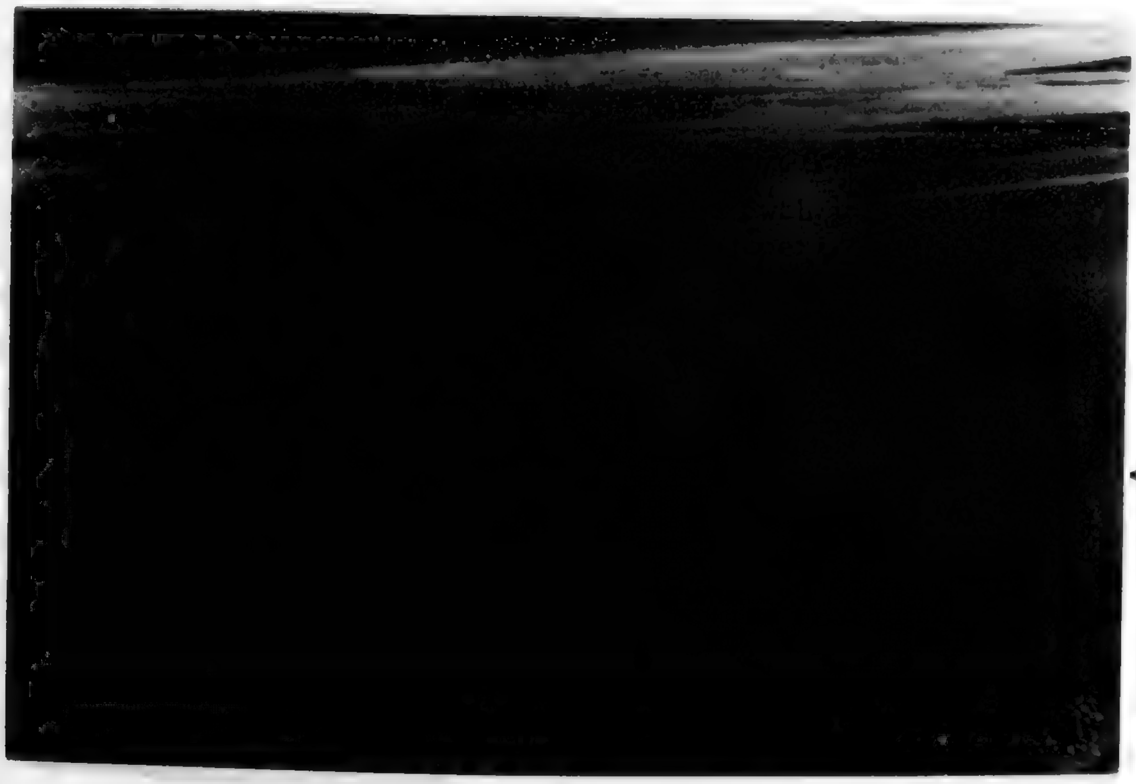
(1) Siskiyou's (Major Damage)

(1) Meacham (Major)

(2) Sandy & Gov. Camp Area (Major)

(Most all are in Snow Zones)

The failure seems to be limited to AR asphalts, (vs. emulsions) where there is fairly heavy traffic & snow.



← Bend SCL

(1 Year old)

BEND, OR 97708

Jim Wilson
Assistant Materials Engineer

January 26, 1983

Robert C. Pool
Region Operations Engineer

Overlays

— Not all

Some of the AC overlays we have had in the past five years are not performing well. The following projects are starting to ravel and pot hole.

Year Construction	Section
1977	Glen Baker Road-Lava Butte
1979	Lava Butte-Sugar Pine Road
1980	Bend South City Limits-Murphy Road
1981	Hackett Drive-Crescent
1979	Odell Lake - Camp Makualla

Govt Camp - Sandy Area

others

- Willmt Hwy (2 Jobs)
- Meacham -
- [Govt Camp - Sandy] 3 - 4 years -

By far the worst section is Lava Butte-Sugar Pine Road. Odell Lake-Camp Makualla and Bend SCL-Murphy Road would be next. Hackett Drive-Crescent is just starting to ravel in a few places.

We are going to take some cores and send them to you for analysis. We obviously are doing something wrong, and we need to get it corrected. If we have to spend all our maintenance dollars on new overlays, we don't have anything left for the older sections that really need the maintenance.

The distress is all on the surface (no base failures). The general surface texture is much moee open than when these jobs were constructed. I suppose studded tires are part of the problem, i.e., picking fines out of the surface. My first thought is that after moisture penetrates this porous surface, it strips the asphalt off the rock or destroys the asphalt-aggregate bond when it comes out.

Main Problem → We aren't getting the design life out of our overlays. Maybe we should be including a seal in the design, to be placed one or two years after placing the AC.

RCP:pw
Enclosures

Section Lenz Rd-Fu[redacted]go Rd Programming Estimate $

Highway The Dalles-California Project Length 10 miles

County Klamath Completion Time 200 Cal. days

Kind of Work Paving Est. Comp. Date 11-10-83

Prefix 18-1472 Letting Date March ~~28~~ 10, 1983 Project No. ER-4-1(14)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ ~~2,595,192~~ 2,485,045.00

Anticipated Additional Items:

Royalty Payment.		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping.	7,700	
Temporary Pavement Striping. . . field	3,000	
Remove Pavement Striping (Exist. & Temp.) . . .		
Temporary Erosion Control	500	
State Furnished ________		$ ~~137,800~~ 15,300
Roadside Seeding & Mulching		
Asphalt Cement Adjustment		
On the Job Trainees ($0.80 x ____ hrs.)		
State Responsibility for Damages		
Signal Controller Testing		
"OPTICOM" Testing		
Bikeway Signs		
Bikeway Striping & Legend	4,100	
________		
________		
Adjust Utilities		
________		
________		
________		

Subtotal $ 2,500,345.00

Contingencies (4-1/2%) 112,515.53

Engineering (8, [redacted]%) 200,027.60

[redacted] $

[redacted] ________ . . . .

Estimated Net Authorization, Construction . . . . $ ~~3,07_,595.__~~

$ 2,812,888.13

AC

APPROVED

J H Wersting
Road Design Engineer

APPROVED
Lyle K Watson
for
FINAL DESIGN ENGR.

Rev. 11/81

[illegible]GON STATE HIGHWAY DIVISION

SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 1

Date

Section Lenz Rd- Fuego Rd

County

Kind Of Work Paving

Length

Name ~~Dag~~ Bill Bergstedt

PRELIMINARY
SUBJECT TO CHANGE

COST ANALYSIS UNIT. ~~7-21-83~~ 9-7-82
THIS ENGINEERING ESTIMATE IS PRICED FOR
BID LETTING ?

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Mobilization		All	All	~~(7%)~~	250,000 ~~170,000~~
	Temporary Protection and Direction of Traffic		All	All	–	7800
	Temporary Signs		SqFt	523	6.00	3,138
	Temporary Barricades		Each	4	125.00	500
	Temporary Plastic Safety Markers		Each	50	80.00	4000
	Temporary Delineators		Each	530	18.00	9,540
	Flagmen		Hr	980 ~~965~~	10.00 ~~22.00~~	9,800 ~~21,230~~
	Pilot Car		Hr	350	20.00 ~~28.00~~	7,000 ~~9,800~~
	Removal of Structures and Obstructions Roadwork		All	All	–	10,000-
	General Excavation		Cu.Yd.	23,500	1.75 ~~3.50~~	41,125- ~~82,250~~
	Trench Excavation		Cu.Yd.	113	8.00 ~~12.00~~	904- ~~1356~~
	Finishing Roadbed and Slopes		Mile	10	3500-	35,000
	Watering		M-Gal	1530	10-	15,300
	1"-0 Aggregate Base		Ton	66,400	7.00 ~~7.50~~	464,800- ~~498,000~~
	Class B Asphalt Concrete Mixture		Ton	77,000	9.00 ~~10.50~~	693,000- ~~808,500~~
	Asphalt Cement in Mixture		Ton	4800	184.00 ~~183.00~~	883,200- ~~878,400~~
	Asphalt in Tack Coat		Ton	88	250-	22,000
	Concrete in Box Culvert Extensions		CuYd.	66	230-	15,180
	Reinforcement in Box Culvert Extensions		Lb.	7,600	0.50	3800
	Extra for Asphalt Approaches		Each	21	150- ~~170-~~	3,150 ~~3570~~
	Delineators, Type 1		Each	264	22-	5808
	~~Single Mailbox Supports~~		~~Each~~	~~21~~		

OREGON STATE HIGHWAY DIVISION
SUM Y--BID SCHEDULE--COST ESTIMATE

Sheet 1 of
Date 2, 8 '83

ction Leng Rd. – Fuego Rd. (The Dalles Calif.) County Klamath
nd Of Work Reinf. Conc. Pvmt. Length 10 mi. Name Roberts

Item	Code	Unit	Quant.	Unit Cost	Total
Mobilization 7%					370,000–
Temp Traffic.					42,000–
Removal Of Structures Etc.					10,000–
General Excavation		C.Y.	12,000	1 75	21,000–
Continuously Reinf. Conc. Pvmt. 9"		Sq. Yd.	141,000	28 –	3,948,000–
Class 'B' Asphalt		Ton	42,000	9 –	378,000–
Asphalt In Mix		Ton	2730	184 –	502,320–
Aggregate Base		Ton	51,000	7 –	357,000–
Water		M-Gal.	600	10 –	6,000–
Concrete In Box Culvert		Cu. Yd.	66	230 –	15,180–
Reinforcement		Lb.	7,600	0 50	3,800–
Tr. Exc.		Cu. Yd.	113	8 –	904–
Extra For Rd. Apprs.		Each	21	150 –	3,150
Delineators		Each	264	22	5,808
Finish Rd. bd & Slopes		Mile	10	3500	35,000–
Striping & Misc.					15,300–
				Total	5,713,462–
Engr. & Cont.		12 1/2%			x 1.125
			PCC	→	6,427,645–

Hal said this could be $20–$28

If you use $20/sq. yd. – 5.4 Million

INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
1	Title Sheet
2	Typical Section, Notes & Summary
2A	Prospective Material Source

STATE OF

DEPARTMENT OF T

STATE HIGHW

Not to be [illegible]

PLANS FOR PROP

PAVI

LENZ RD. – FU

THE DALLES - CALIF

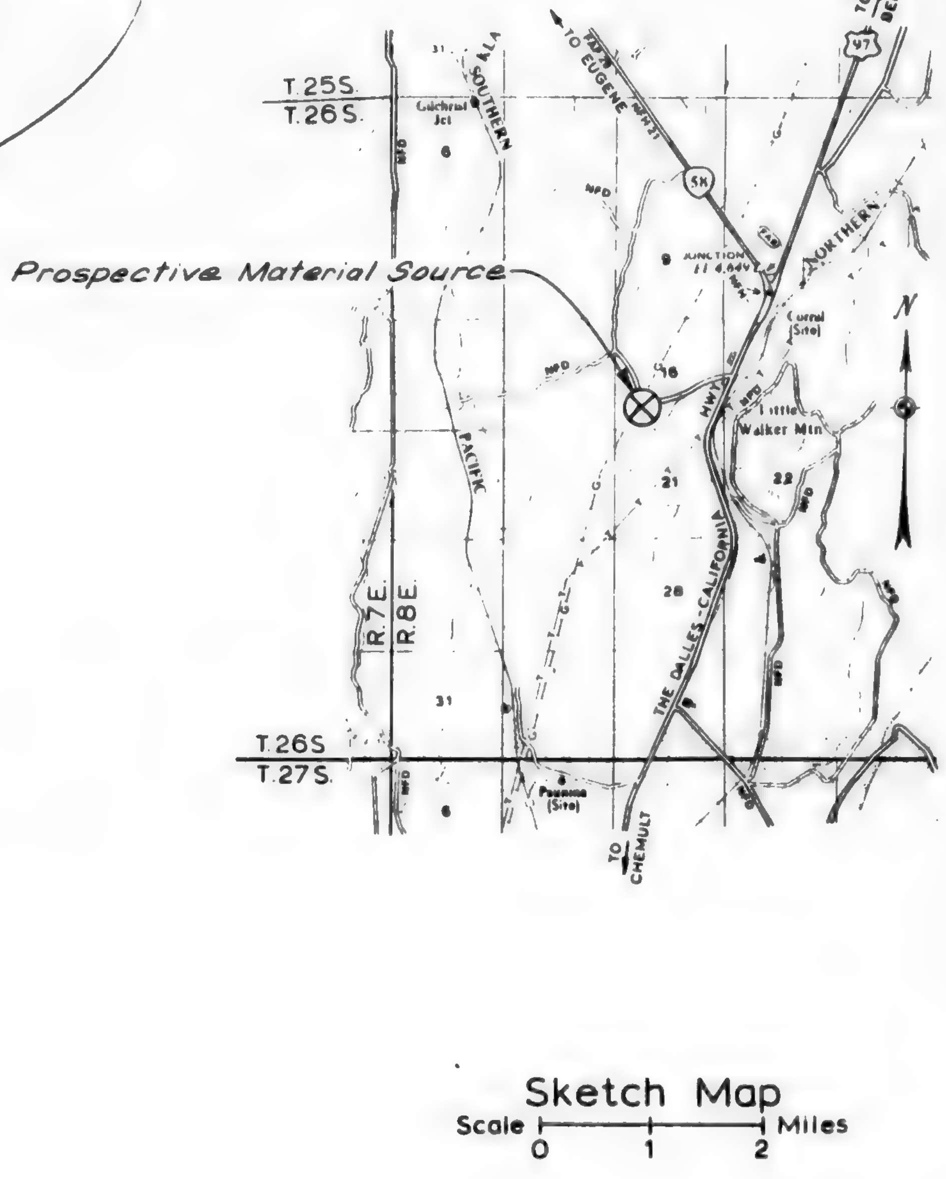
KLAMATH

MARCH

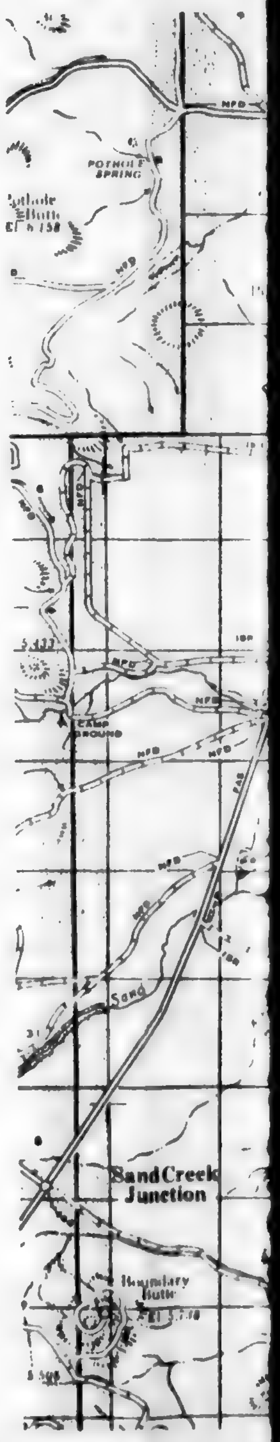
Drg. Nos.

2050	– Misc. Structures
2077	– Approaches
2129	– Delineators
17292, 24635, 26303	– Box Culverts
S-1, S-5, S-12, 2126C, 2201	Temporary Protection And Direction Of Traffic

Reccom PCC


Prospective Material Source
T.25S.
T.26S.
T.26S
T.27S.
R.7E.
R.8E.
ALA
SOUTHERN
PACIFIC
NORTHERN
Gilchrist Jct
TO EUGENE
58
TO BEND
97
JUNCTION
Corral (Site)
Little Walker Mtn
HWY
THE DALLES - CALIFORNIA
TO CHEMULT
Pounina (Site)
NFD
6
9
16
21
22
28
31
N
Scale
0
1
2
Miles

Sketch Map


POTHOLE SPRING
Pothole Butte
CAMP GROUND
NFD
Sand
Sand Creek Junction
Boundary Butte

16V-175

LENZ RD ~ FUEGO RD. SEC. THE DALLES-CALIFORNIA HIGHWAY KLAMATH COUNTY				SHEET No. 1
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON	FR-4-1(14)		See Index

Overall Length Of Project - 10 Miles

ATE OF OREGON

T OF TRANSPORTATION

HIGHWAY DIVISION

NS FOR PROPOSED PROJECT

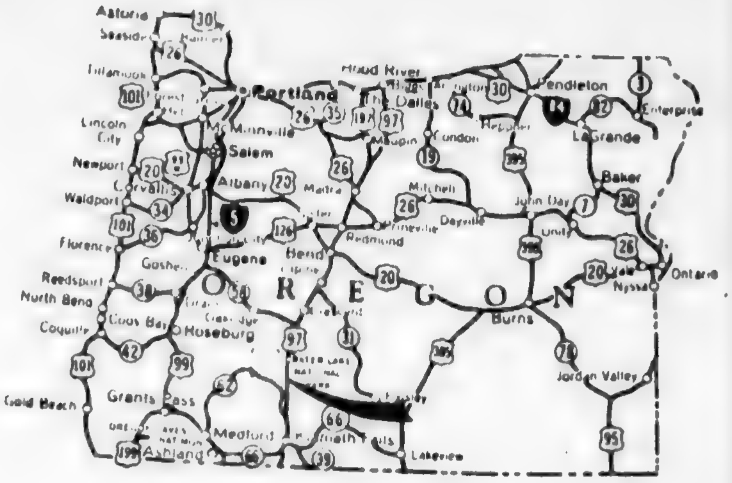
PAVING

D. – FUEGO RD. SEC.

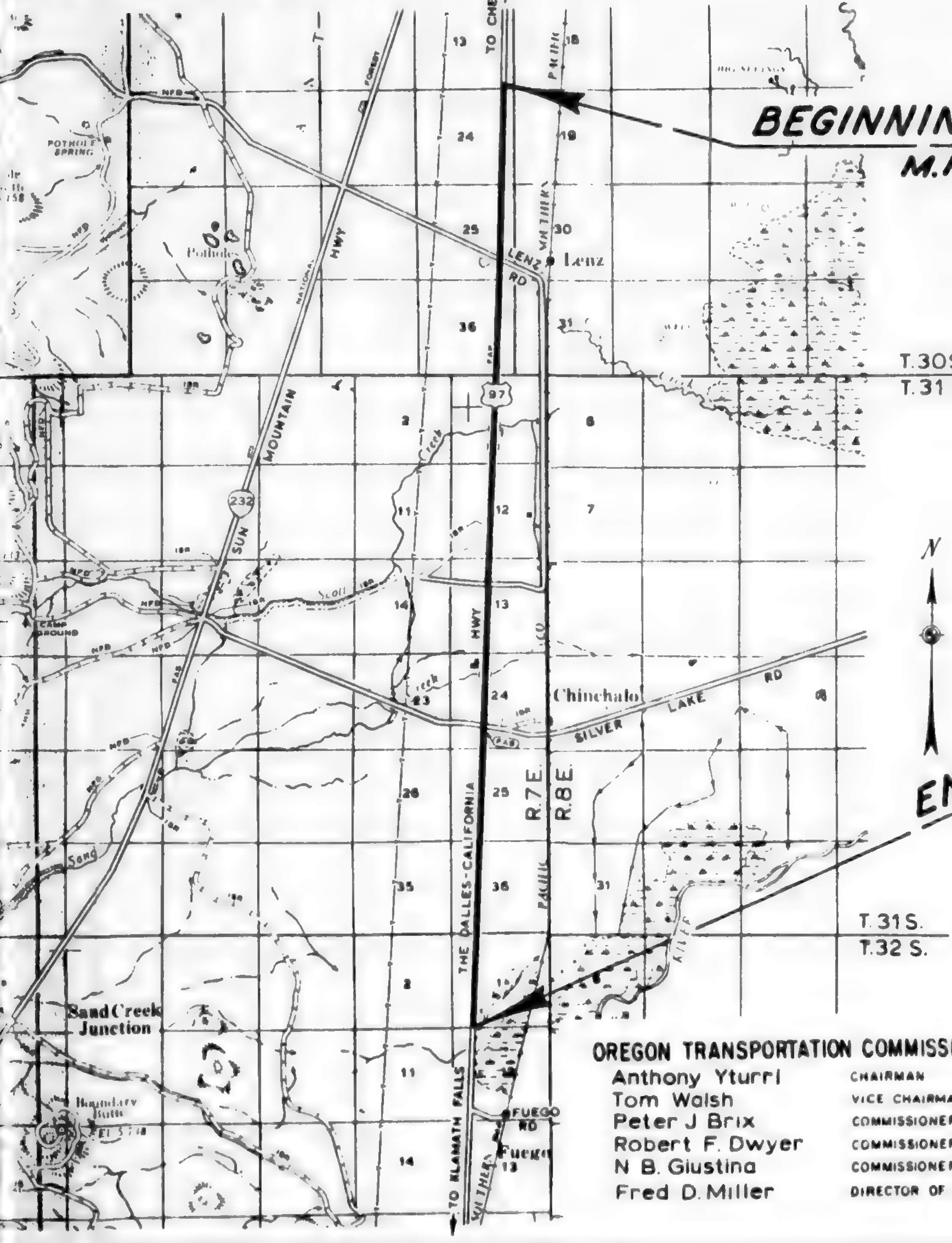
ES - CALIFORNIA HIGHWAY

KLAMATH COUNTY

MARCH, 1983



Astoria
Seaside
Tillamook
Portland
Hood River
The Dalles
Pendleton
Enterprise
La Grande
Lincoln City
Newport
Waldport
McMinnville
Salem
Albany
Corvallis
Madras
Condon
Heppner
Baker
Florence
Eugene
Bend
Redmond
Prineville
Mitchell
Dayville
John Day
Unity
Ontario
Nyssa
Vale
Reedsport
North Bend
Coos Bay
Coquille
Roseburg
Burns
Gold Beach
Grants Pass
Medford
Ashland
Klamath Falls
Lakeview
Jordan Valley
O R E G O N



TO CHEMULT
POTHOLE SPRING
Potholes
Lenz
LENZ RD
97
232
SUN MOUNTAIN HWY
T.30S.
T.31S.
T.31S.
T.32S.
R.7E.
R.8E.
Chinchalo
SILVER LAKE RD
Sand Creek Junction
Boundary Butte
THE DALLES-CALIFORNIA HWY
TO KLAMATH FALLS
FUEGO RD
Fuego
N

BEGINNING OF PROJECT FR-4-1(14)
M.P. 221.00

END OF PROJECT FR-4-1(14)
M.P. 231.00

~~ROE~~ RE ROE PLA FAE
RECEIVED
RTE GEO
RUE FEB 1 ROE
RSO REGION 4 RBE
ASSIGNED________

4670 OCT 30 1969 H. S. COULTER

4662 MAY 13, 1960 EDGAR S HUNTER

E S Hunter

H. S. Coulter	STATE HIGHWAY ENGINEER
E. S Hunter	ASSISTANT STATE HIGHWAY ENGINEER

OREGON TRANSPORTATION COMMISSION

Anthony Yturri	CHAIRMAN
Tom Walsh	VICE CHAIRMAN
Peter J Brix	COMMISSIONER
Robert F. Dwyer	COMMISSIONER
N. B. Giustina	COMMISSIONER
Fred D. Miller	DIRECTOR OF TRANSPORTATION

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
APPROVED:
________ FIELD OPERATIONS ENGINEER ________ DATE

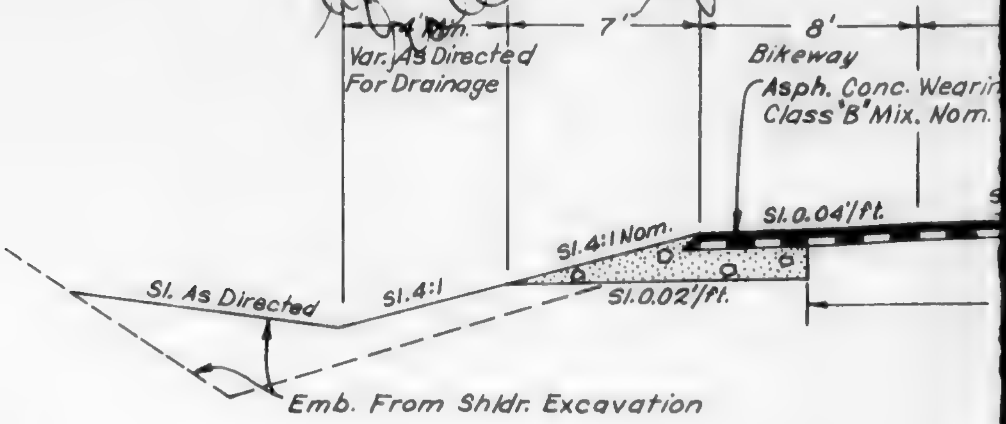
5

R/W 6B-14-5, 6B·

[illegible] DETAILS CHECKED LLW 7-9-62

Cole, Roberts, Hager

Called Lyle Watson. change to 3 ea 2 in. lifts and require rubber roller to make 2 passes o lifts. RCP 2-



4' Nom.
Var. As Directed
For Drainage
7'
8'
Bikeway
Asph. Conc. Wearin
Class 'B' Mix. Nom.
Sl. 0.04'/ft.
Sl. 4:1 Nom.
Sl. 4:1
Sl. As Directed
Sl. 0.02'/ft.
Emb. From Shldr. Excavation

SUMMARY

ITEM	UNIT	QUANTITY		
Mobilization	All	All		
Temporary Protection and Direction of Traffic	All	All		
Temporary Signs	Sq.Ft.	523		
Temporary Barricades	Each	4		
Temporary Plastic Safety Markers	Each	50		
Temporary Delineators	Each	530		
Flagmen	Hour	980		
Pilot Car	Hour	350		
ROADWORK				
Removal of Structures and Obstructions	All	All		
General Excavation	Cu.Yd.	23,500		
Trench Excavation	Cu.Yd.	113		
Finishing Roadbed and Slopes	Mile	10		
Watering	M-Gal.	1,530		
1"-0 Aggregate Base	Ton	66,400		
Class B Asphalt Concrete Mixture	Ton	77,000		
Asphalt Cement in Mixture	Ton	4,800		
Asphalt in Tack Coat	Ton	88		
Concrete in Box Culvert Extensions	Cu.Yd.	66		
Reinforcement in Box Culvert Extensions	Lb.	7,600		
Extra for Asphalt Approaches	Each	21		
Delineators, Type I	Each	264		

M

METHOD OF

Extg

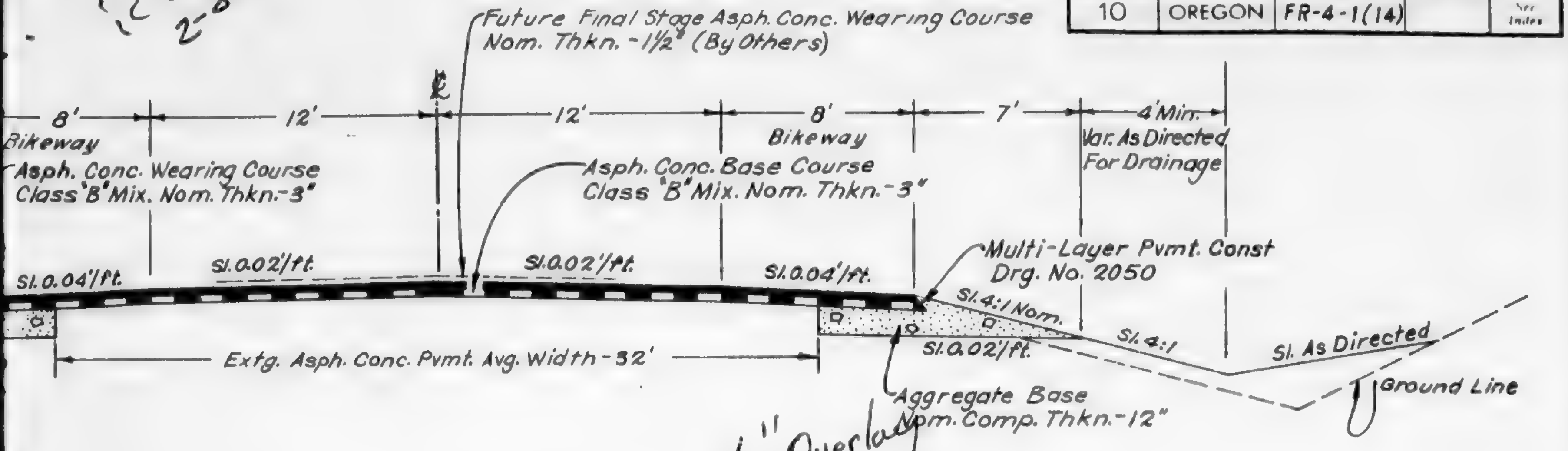
ABRUPT

(Locate Ac

2 in.
rubber
2 passes on all
RCP
2-8-85

16V-175

LENZ RD - FUEGO RD. SEC. THE DALLES-CALIFORNIA HIGHWAY KLAMATH COUNTY				SHEET No. 2
FED. ROAD DIV. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON	FR-4-1(14)		See Index

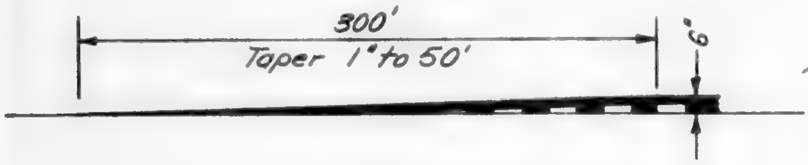


Future Final Stage Asph. Conc. Wearing Course
Nom. Thkn. - 1½" (By Others)
8'
Bikeway
12'
℄
12'
8'
Bikeway
7'
4' Min.
Var. As Directed
For Drainage
Asph. Conc. Wearing Course
Class "B" Mix. Nom. Thkn. - 3"
Asph. Conc. Base Course
Class "B" Mix. Nom. Thkn. - 3"
Multi-Layer Pvmt. Const
Drg. No. 2050
Sl. 0.04'/ft.
Sl. 0.02'/ft.
Sl. 0.02'/ft.
Sl. 0.04'/ft.
Sl. 4:1 Nom.
Sl. 4:1
Sl. As Directed
Ground Line
Sl. 0.02'/ft.
Extg. Asph. Conc. Pvmt. Avg. Width - 32'
Aggregate Base
Nom. Comp. Thkn. - 12"

6" Overlay

3 Million

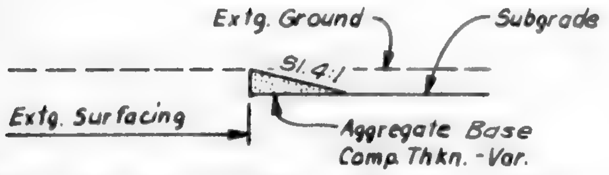
M.P. 221.00 To M.P. 231.00



300'
Taper 1" to 50'
6"

Dl.

ETHOD OF FEATHERING AT PROJECT ENDS



Extg. Ground
Subgrade
Sl. 4:1
Extg. Surfacing
Aggregate Base
Comp. Thkn. - Var.

ABRUPT PAVEMENT EDGE DETAIL

(Locate Adjacent To Traffic, See Specifications)

Notes:
General Exc. From Shldr. Area To Be Placed
On Adjacent Slope As Directed.
Const. Paved Rd. Appr. - 21 (Total) (Drg. No. 2077)

Permanent Striping (By Others)

MP 224.60 Br. No. 6885
Double 6'x3'x42'-6" Reinf. Conc. Box Culv. (In pl.)
Remove Wing Walls, Parapet & Aprons
Extend 6' Lt. & 6' Rt. W/Wing Walls & Aprons
Concrete 20 C.Y.
Reinforcement 2,250 Lbs.
Tr. Exc. 35 C.Y.

MP 224.85 Br. No. M011
Double 6'x3'x43' Reinf. Conc. Box Culv. (In Pl.)
Remove Wing Walls & Parapet
Extend 6' Lt. & 6' Rt. W/Wing Walls & Aprons
Concrete 20 C.Y.
Reinforcement 2,250 Lbs.
Tr. Exc. 35 C.Y.

MP 227.25 Br. No 6860
Double 6'x4'x40' Reinf. Conc. Box Culv. (In Pl.)
Remove Wing Walls & Parapet
Extend 8' Lt. & 8' Rt. W/Wing Walls & Aprons
Concrete 26 C.Y.
Reinforcement 3,100 Lbs.
Tr. Exc. 43 C.Y.

Box Culv. Extensions. All Concrete Shall
Be Class, 3300-1½
Drg. Nos. 17292, 24635 & 26303

4
~~[illegible]~~ 5/20/82
~~6/[illegible]/82~~
~~6/3/82~~
~~6/15/82~~
7/1/82
~~[illegible]~~

9/13/82
F&W has no concern. Brent to Don by ph. D.L.T.

DES 16

May 17, 1982

Oregon Department of
Fish & Wildlife
506 SW Mill Street
Portland, Oregon 97201

Verstoeg
Anderson
Adams
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
MAY 19 1982
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up / /
Action

Attention: Brent Forsberg

Leny Rd.-Fuego Rd. Section
The Dalles-California Highway
Klamath County

Here is a copy of the plans for an up-coming highway improvement project that includes the extending of three box culverts. Earthwork quantities in each instance are less than 50 cubic yards so we are not applying to the Division of State Lands for a Removal/Fill Permit.

The proposed box culvert work is planned at the following three locations:

1. Mile Point 224.60. See plan sheet 2 for construction note. This is Scott Creek. It is dry now and we understand it is an irrigation facility.
2. Mile Point 224.85. See plan sheet 2 for construction note. This stream is dry now and we understand it only carries water when the water is not being diverted for irrigation.
3. Mile Point 227.25. Sand Creek. See plan sheet 2 for construction note. This stream is flowing now but apparently does dry up in late fall or early winter.

We would be pleased to have you review this peoposal. If you have recommendations for our construction activities we should receive them very soon, a phone call would be fine. If you have any questions please call.

J.H. Versteeg
Road Design Engineer
By

ORIGINAL SIGNED BY
DONALD L. TROUT

Donald L. Trout
Final Project Coordinator

DLT:kg

Enclosures

Don Trout.

Lenz Rd. - Fuego Rd.
Dalles / Calif. Hwy.

Box Culvert Extension In Streams

M.P. 224.60 Scott Cr.
Extend 6' Lt. & 6' Rt. Double 6'x3'
Tr. Exc. 35 c.y.

M.P. 227.25 Sand Cr.
Extend 8' Lt. & 8' Rt. Double 6'x4'
Tr. Exc. 43 c.y.

Title Sht. Finished

Roberts
5.7'82

From wayne Cobine

m.P. 224.60 - no water flowing now; it is an irrigation ditch

m.P. 224.85 - no water flowing now; only carries water when they arent diverting for irrigation

m.P. 227.25 (Sand Cr.) - water flowing now; does dry up in late fall or early winter

STATE OF OREGON

INTEROFFICE MEMO
BEND, OR 97708

TO: Frank Terpin
Location Engineer

DATE: April 5, 1982

FROM: Dale D Allen
Dale D. Allen
Region Engineer

SUBJECT: Lenz Road-Fuego Road
M.P. 221 - M.P. 231
The Dalles/California Highway

NOTED
E. S. HUNTER

Attached is location data for the above overlay project. As pointed out in the Engineer's Narrative, we are recommending the shoulders be dug out and the pavement widened from 32 to 40 feet width. There is no need to include the 1 inch leveling course with this 6 inch overlay.

We used the unit cost from our cost analysis, but I would guess that this estimate is about 30% above what this contract will be awarded.

If time permits, consideration could be given to requesting a variance from FHWA on the 19 inches of base rock under the 4 foot shoulder. This 4 foot shoulder is the outside 4 feet of the 8 foot shoulder and should be subject to very little traffic.

This is the No. 2 priority on our Region 4 list and shows considerable winter damage.

4-7-82
✓Versteeg - cy Terpin 4-7-82
Use correct surfacing design.
ESH

DDA:pw

Enclosures

cc: E. S. Hunter ✓
W. E. Schwartz

RECEIVED
TECHNICAL SERVICES
APR 6 '82
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

1 Versteeg ✓
Anderson
Adams
Olson
Sullivan
Terpin
2 Trout ✓
Wakerlig

pw copy 4
4-9-82 copy

RECEIVED
APR 8 1982
ROAD DESIGN SECTION

Do Not File
Return To
Bring /
Action

STATE OF OREGON

INTEROFFICE MEMO

BEND, OR 97708

TO: Frank Terpin
Location Engineer

DATE: April 5, 1982

JRHagedorn

FROM: J. R. Hagedorn
Region Federal Aid Specialist

SUBJECT: Transmittal of Location Data
Lenz Road - Fuego Road
M.P. 221 - M.P. 231
The Dalles/California Highway

Attached is the following:

1 - copy cost estimate (2 sheets)
1 - sheet typical section w/quantity surfacing summary
2 - sheets surfacing computations
1 - sheet temporary signs (from recon. of April, 1981)
1 - sheet list of road approaches (from recon of April, 1981)
1 - sheet RCBC extension computations (from recon of April, 1981)
1 - sheet Narrative Report (from recon. of April, 1981)
1 - sheet Cross-sections (from recon. of April, 1981)
1 - Location sketch map
1 - copy U.S.F.S. Mineral Materials Permit

This is project No. (2) in Mr. Allen's letter of April 2, 1982 to Mr. Schwartz.

Please note that the considerable increase in cost is due to revised (increased) base design and asphalt cost increases.

The material source is a U.S.F.S. quarry some 26 miles distant. Region Geologist feels that the attached U.S.F.S permit can be updated for use on this project.

If a survey authorization is needed, would you please initiate in your office. You might add $1,000. for (901) in the event you might desire some additional field data.

JRH:pw

Enclosures

/

OREGON STATE HIGHWAY DIVISION

QUANTITY SUMMARY & COST ESTIMATE Sheet ____ of ____ She

Section Lanz Road - Fuego Road Unit ____

ghway The Dallas/California County Klamath Prefix ____

NGTH 10 miles Computations by Hagedorn Date 4/3/82

ROADWORK .... $ 4,[illegible],401.50

STRUCTURES:

____ $ ____

____ $ ____

____ $ ____

____ $ ____

TOTAL: STRUCTURES .... $ ____

ADDITIONAL
ANTICIPATED ITEMS

Perm. striping	$ 4,000.
Temp. striping	$ 3,000
	$
	$
	$
	$
	$
	$
	$

TOTAL: ADDITIONAL ANTICIPATED ITEMS .... $ 7,000.00

TOTAL : * - $ 4,479,401.50

20 % ENGINEERING AND CONTINGENCIES .... $ 895,880.30

RIGHT-OF- WAY .... $ ____

TOTAL ESTIMATED COST = $ 5,375,282.

[illegible]REGON STATE HIGHWAY DIVISION

QUANTITY SUMMARY & COST ESTIMATE Sheet ____ of ____ Sheets

Section *Lanz Road - Fuego Road* Unit ________

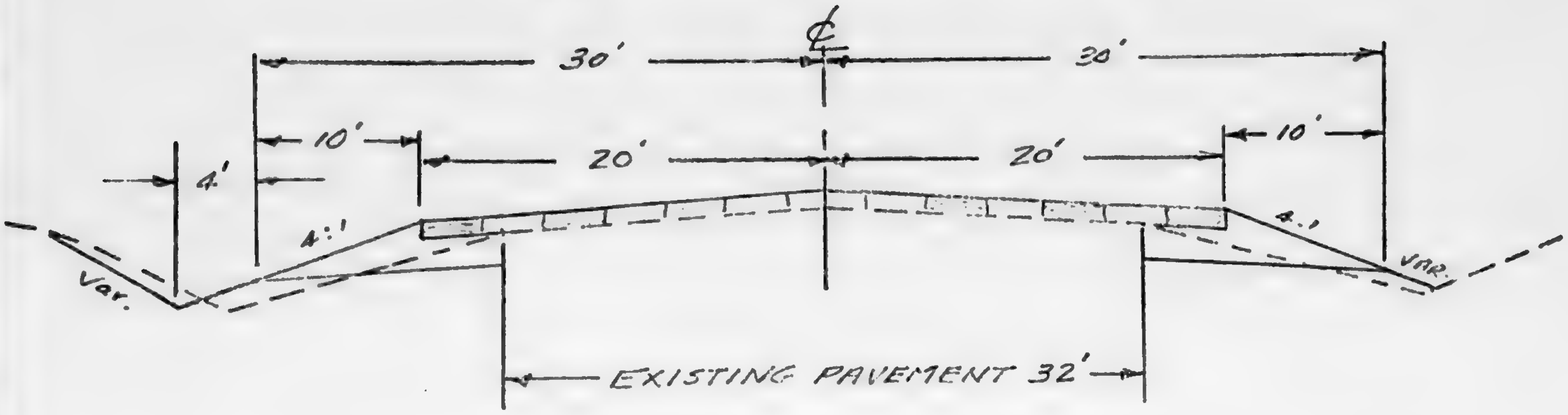
Highway *The Dalles/California* County *Klamath* Prefix ________

LENGTH *10 miles* Computations by *J. R. Hagedorn* Date *4/4/84*

ITEM	UNIT	QUANTITY	UNIT COST	$ AMOUNT
Furnish field lab	Each	1	2,500	2,500.
Mobilization	Lump Sum	100%	9%	362,627
Temp. pro. & dir. traffic	Lump Sum	100%	2%	80,584
Temporary signs	Sq. ft.	848	6.75	5,724.
Flagger	Hour	640	24.00	15,360.
Pilot car	Hour	500	28.00	14,000.
General excavation	Cu. Yd.	25,000	4.00	100,000.
Watering	M-Gal.	1,200	6.00	7,200.
Aggregate base	Ton	109,709	8.50	932,526.50
Asphalt concrete mix.	Ton	92,400	18.00	1,663,200.
Asphalt cement in mix	Ton	6,006	210.00	1,261,260.
Asphalt in tack coat	Ton	57	210.00	11,970.
Ext. for A.C. approaches	Each	21	250.00	5,250.
Extend RCBC's	Each	3	1,200.00	3,600.
Delineators	Each	264	25.00	6,600.

PAGE TOTAL .... $ 4,472,401.50

TY[illegible]ICAL SECTION



℄
30'
30'
10'
20'
20'
10'
4'
4:1
4:1
Var.
VAR.
EXISTING PAVEMENT 32'

A.C. 6" WITH 1" PRE-LEVELING	= 7"
LEVEL COURSE - 3/4"-0	2"
BASE COURSE - 1"-0	17"

M.P. 221 to M.P. 231 (10.0 miles)

SURFACING QUANTITY SUMMARY

A.C. Mixture	92,400 tons
A.C. Cement in mixture	6,006 tons
3/4"-0 Level course	14,016 tons
1"-0 Base course	109,709 tons

Lanz Rd. - Fuego Rd.
The Dallas/California Hwy.
M.P. 221 - 231
April, 1982
T R Haagdorn

#21
Rcd

Lenz Road - Fuego Road
The Dalles - California Hiway
Klamath County

NARRATIVE REPORT

The project is located from M.P. 221 to M.P. 231 on the Dalles-California Highway in Klamath County.

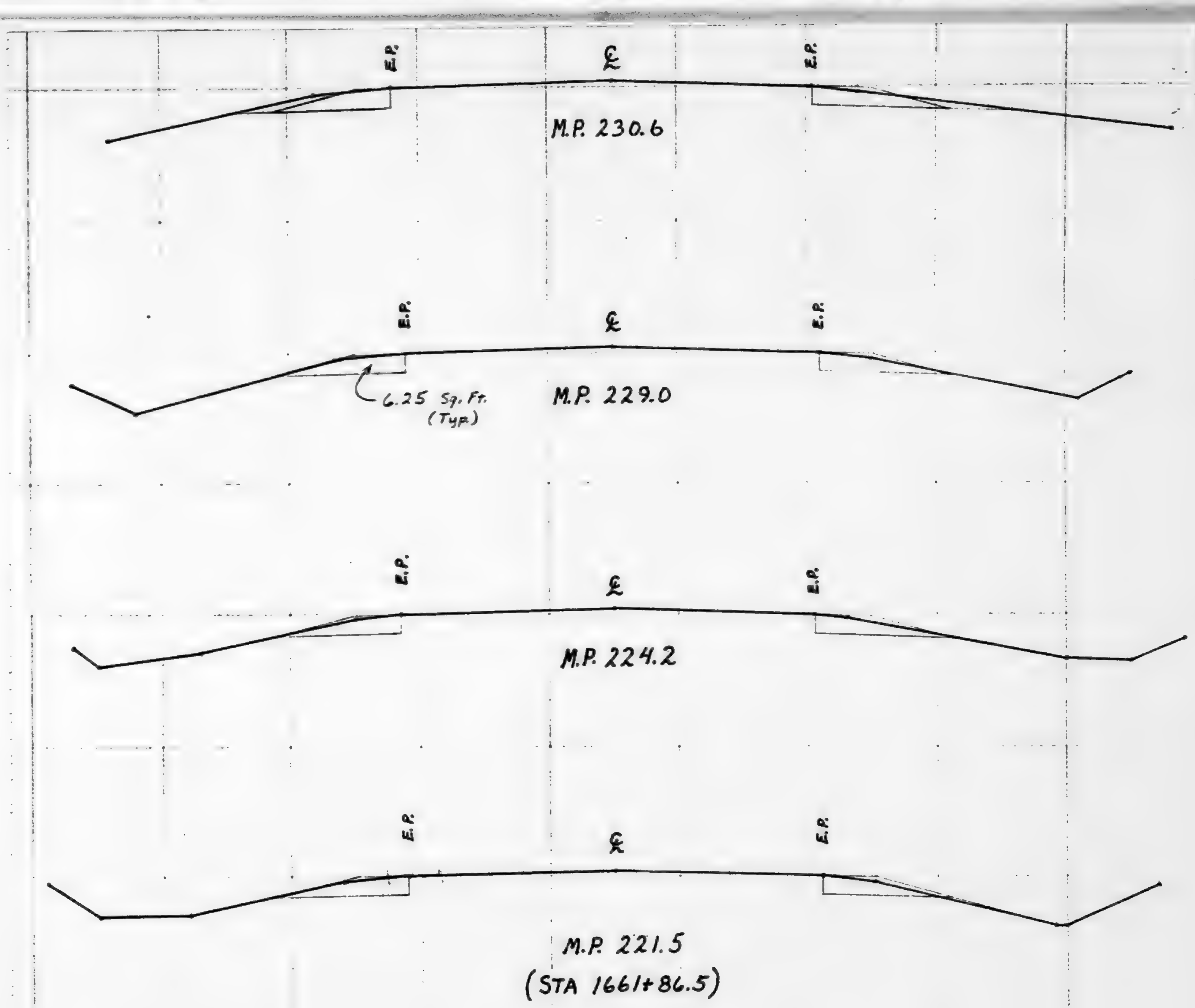
The existing roadway is 32 feet wide with variable width shoulders. There are three (3) reinforced concrete box culverts within the project limits. A 6' X 3' RCBC is at M.P. 224.60 and at M.P. 224.85, and a 6' X 4' RCBC is located at Sand Creek, M.P. 227.25. The RCBCs are all 40 feet in length.

The cost estimate proposes to widen the roadway surfacing to 40 feet. The surfacing design consists of 15 inches of aggregate base and 4 inches of asphalt concrete mixture over the base rock and existing asphalt surfacing. The shoulder excavation can be wasted between the roadbed section and the ditch line. The excavation will balance with the fill material required for the additional widening.

The RCBCs will need to be lengthened an additional 12 lineal feet to safely accommodate the extra roadway width. No additional protection is anticipated at the box culverts.

The total estimated cost for this project including engineering and contingencies is $2,261,208.00.

Walter Bartel
Walter Bartel,
Ass't Resident Engineer


E.P.
℄
E.P.
M.P. 230.6
E.P.
℄
E.P.
6.25 Sq. Ft. (Typ.)
M.P. 229.0
E.P.
℄
E.P.
M.P. 224.2
E.P.
℄
E.P.
M.P. 221.5
(STA 1661+86.5)

9#3x

6

STATE OF OREGON

INTEROFFICE MEMO

BEND, OR 97708

TO: Frank Terpin
Location Engineer

DATE: April 5, 1982

FROM: Dale D. Allen
Region Engineer

Dale Allen

SUBJECT: Lenz Road-Fuego Road
M.P. 221 - M.P. 231
The Dalles/California Highway

Attached is location data for the above overlay project. As pointed out in the Engineer's Narrative, we are recommending the shoulders be dug out and the pavement widened from 32 to 40 feet width. There is no need to include the 1 inch leveling course with this 6 inch overlay.

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This is the No. 2 priority on our Region 4 list and shows considerable winter damage.

DDA:pw

Enclosures

cc: E. S. Hunter
W. E. Schwartz ✓

RECEIVED
STATE HWY ENGR
APR - 7 '82
REFER TO

FOR

Info	Inves	R/D	D R	Sign	Act	File

STATE OF OREGON

INTEROFFICE MEMO

BEND, OR 97708

TO: Frank Terpin
Location Engineer

DATE: April 5, 1982

FROM: JR Hagedorn
J. R. Hagedorn
Region Federal Aid Specialist

SUBJECT: Transmittal of Location Data
Lenz Road - Fuego Road
M.P. 221 - M.P. 231
The Dalles/California Highway

Attached is the following:

1 - copy cost estimate (2 sheets)
1 - sheet typical section w/quantity surfacing summary
2 - sheets surfacing computations
1 - sheet temporary signs (from recon. of April, 1981)
1 - sheet list of road approaches (from recon of April, 1981)
1 - sheet RCBC extension computations (from recon of April, 1981)
1 - sheet Narrative Report (from recon. of April, 1981)
1 - sheet Cross-sections (from recon. of April, 1981)
1 - Location sketch map
1 - copy U.S.F.S. Mineral Materials Permit

This is project No. (2) in Mr. Allen's letter of April 2, 1982 to Mr. Schwartz.

Please note that the considerable increase in cost is due to revised (increased) base design and asphalt cost increases.

The material source is a U.S.F.S. quarry some 26 miles distant. Region Geologist feels that the attached U.S.F.S permit can be updated for use on this project.

If a survey authorization is needed, would you please initiate in your office. You might add $1,000. for (901) in the event you might desire some additional field data.

JRH:pw

Enclosures

1

OREGON STATE HIGHWAY DIVISION

QUANTITY SUMMARY & COST ESTIMATE Sheet ____ of ____ She

Section Lenz Road - Fuego Road Unit ____

ghway The Dalles/California County Klamath Prefix ____

NGTH 10 miles Computations by Hagedorn Date 4/3/82

ROADWORK .... $ 4,472,401.50

STRUCTURES:

	$
	$
	$
	$

TOTAL: STRUCTURES .... $ ____

ADDITIONAL ANTICIPATED ITEMS

Perm. striping	$ 4,000.
Temp. striping	$ 3,000
	$
	$
	$
	$
	$
	$
	$

TOTAL: ADDITIONAL ANTICIPATED ITEMS .... $ 7,000.00

TOTAL : * - $ 4,479,401.50

20 % ENGINEERING AND CONTINGENCIES .... $ 895,880.30

RIGHT-OF-WAY .... $ ____

TOTAL ESTIMATED COST = $ 5,375,282.

[illegible]GON STATE HIGHWAY DIVISION

QUANTITY SUMMARY & COST ESTIMATE Sheet _____ of _____ Sheets

Section Lanz Road - Fuego Road Unit ______
Highway The Dalles/California County Klamath Prefix ______
LENGTH 10 miles Computations by J.R. Hagsdom Date 4/8/82

ITEM	UNIT	QUANTITY	UNIT COST	$ AMOUNT
Furnish field lab	Each	1	2,500	2,500.
Mobilization	Lump Sum	100%	9%	362,627
Temp. pro. & dir. traffic	Lump Sum	100%	2%	80,584
Temporary signs	Sq. ft.	848	6.75	5,724.
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Pilot car	Hour	500	28.00	14,000.
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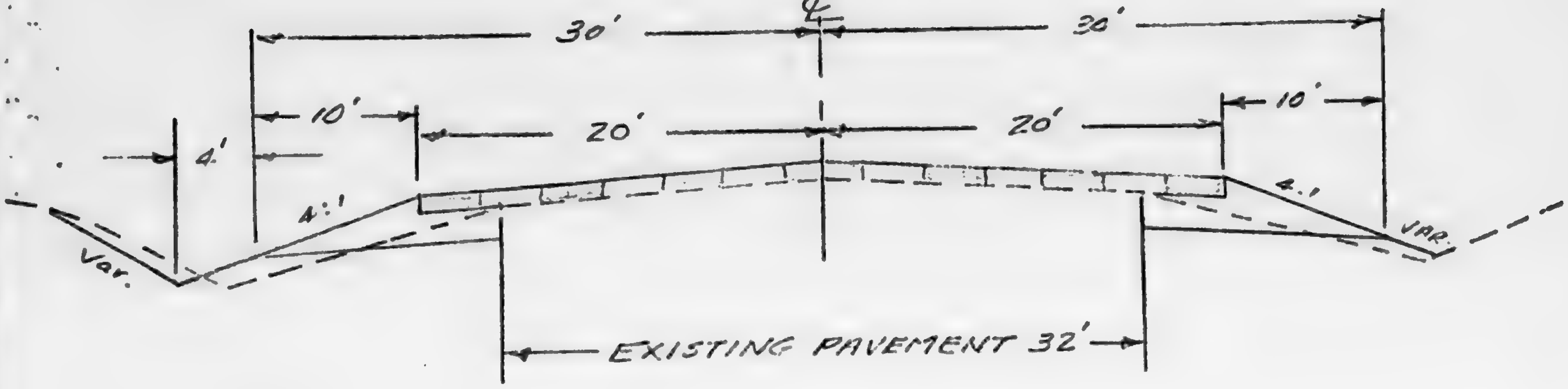
Watering	M-Gal.	1,200	6.00	7,200.
Aggregate base	Ton	109,709	8.50	932,526.50
Asphalt concrete mix.	Ton	92,400	18.00	1,663,200.
Asphalt cement in mix	Ton	6,006	210.00	1,261,260.
Asphalt in tack coat	Ton	57	210.00	11,970.
Ext. for A.C. approaches	Each	21	250.00	5,250.
Extend RCBC's	Each	3	1,200.00	3,600.
Delineators	Each	264	25.00	6,600.

PAGE TOTAL .... $ 4,472,401.50

TYPICAL SECTION


℄
30'
30'
10'
20'
20'
10'
4'
4:1
4:1
Var.
VAR.
EXISTING PAVEMENT 32'

A.C. 6" WITH 1" PRE-LEVELING =	7"
LEVEL COURSE - 3/4"-0	2"
BASE COURSE - 1"-0	17"

M.P. 221 to M.P. 231 (10.0 miles)

SURFACING QUANTITY SUMMARY

A.C. Mixture	92,400 tons
A.C. Cement in mixture	6,006 tons
3/4"-0 Level course	14,016 tons
1"-0 Base course	109,709 tons

Lenz Rd. - Fuego Rd.
The Dalles/California Hwy.
M.P. 221 - 231
April, 1982
T R Haardorn

21
Rcd

Lenz Road - Fuego Road
The Dalles - California Hiway
Klamath County

NARRATIVE REPORT

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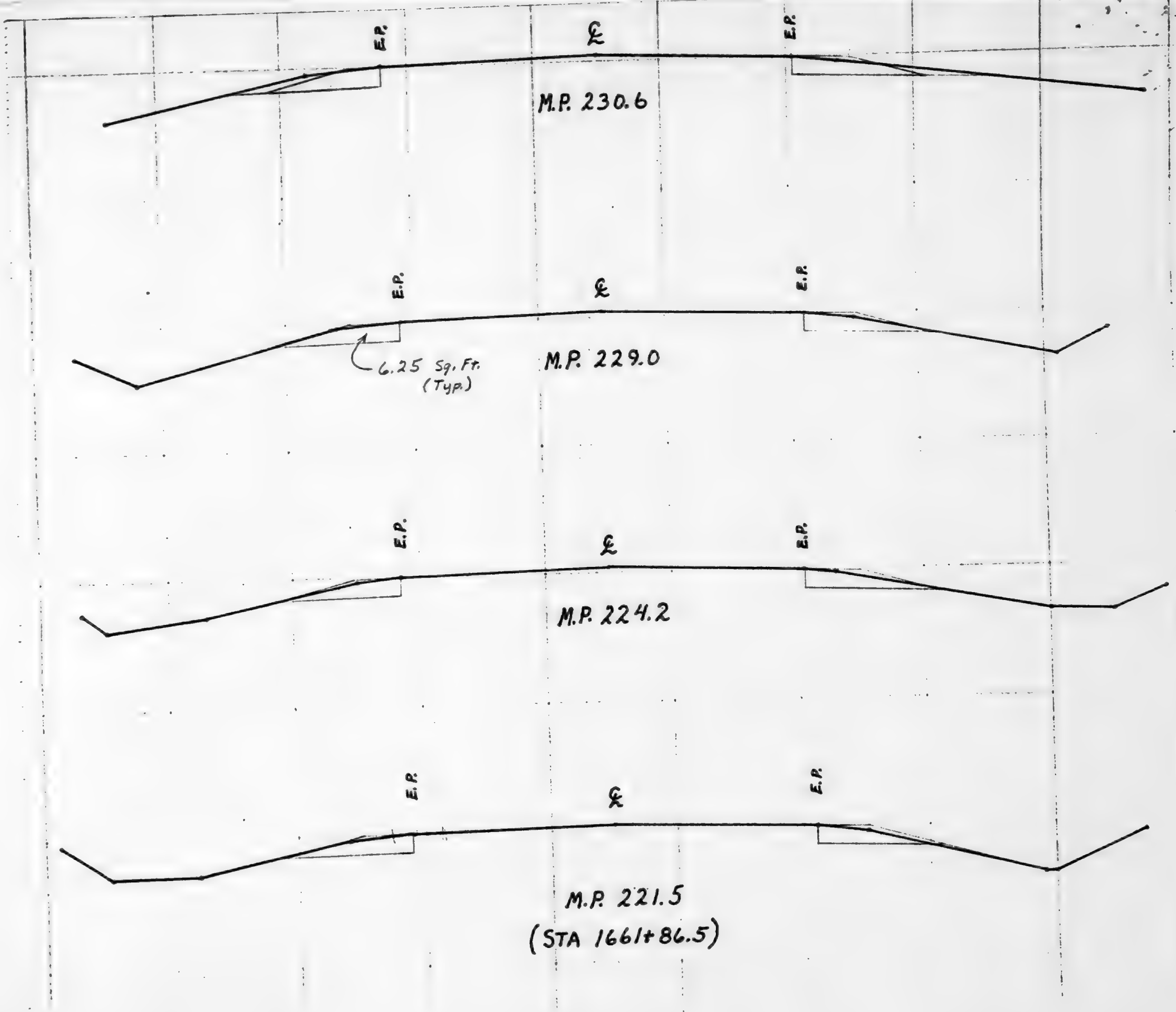
The RCBCs will need to be lengthened an additional 12 lineal feet to safely accommodate the extra roadway width. No additional protection is anticipated at the box culverts.

The total estimated cost for this project including engineering and contingencies is $2,261,208.00.

Walter Bartel
Walter Bartel,
Ass't Resident Engineer


E.P.
℄
E.P.
M.P. 230.6
E.P.
℄
E.P.
6.25 Sq. Ft. (Typ.)
M.P. 229.0
E.P.
℄
E.P.
M.P. 224.2
E.P.
℄
E.P.
M.P. 221.5
(STA 1661+86.5)

1983 Arterial St. Overlay 9653
Project No. 4 (Portland) Project on
various city streets. (Paving)

jc cc: OSHD (L. W. Rulien)

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	**REPORT NO.** 1	**COUNTY** Multnomah	**DIVISION** Oregon
DATE OF REPORT 5/20/87	**REPORT MADE BY** Larry Heil, Assistant Area Engineer		**PROJECT NO.** IX-0000(53)
COMPLETION DATE (Actual) 10/15/83	**ACCEPTANCE DATE BY CONRTACT AGENCY** 7/30/86	**TIME ELAPSED** 71 %	**CONTRACT TIME** 165 Calendar Days

LOCATION

SEE BELOW

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)

A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

ARTERIAL STREET OVERLAY PROJECT #4 (PORTLAND)
CITY STREETS
Paving

This project provided for paving numerous city streets throughout the Portland area.

The contract was awarded to Cascade Construction Company on 6/3/83. Work started 6/20/83 and was completed 10/15/83. The final project cost of $1,418,941 overran the original authorization by 3%. There were no claims.

Field test reports covering approximately 34,000 tons of asphaltic concrete ("C" mix) were reviewed in the City's office. It appeared that about 1 percent of the material was out of specification, but acceptable.

All physical construction and materials incorporated into this project are considered to be in substantial conformance with the plans and specifications. The contracted work has been satisfactorily completed and acceptance is recommended.

- LMH -

RECEIVED
STATE HWY ENGR
MAY 26 '87
REFER TO
Fredrickson
FOR
Info | Inves | R/D | D/R | Sign | Act | File

cg
5/28

ACCEPTANCE OF PROJECT IS RECOMMENDED	**ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION**
SIGNATURE	**SIGNATURE**
TITLE Assistant Area Engineer — **DATE** 5-21-87	**TITLE** District Engineer A — **DATE** 5/22/87

FORM FHWA 1446B
(Rev. 2-84)

PREVIOUS EDITIONS MAY BE USED.

1165

August 18, 1986

CON 5 - #9653

The Travelers Indemnity Co.
Surety Department
111 S.W. Fifth, #1600
Portland, OR 97204

On August 7, 1986, we wrote to you concerning release of final payment on Contract No. 9653 awarded to Cascade Construction Company, Inc. for work on the Arterial Street Overlay Project No. 4 (Portland) in Multnomah County.

Final payment on this contract is $8,153.34 and the total contract amount is $1,260,195.65 including $841.19 for work performed under force account.

George Bell
Assistant Director

cc: Cascade Construction Company, Inc.
P.O. Box 4267
Portland, OR 97208

Don Reger & Co.
520 S.W. Stark Street
Portland, OR 97204

bc: C. O. Fredrickson
Walt Hart
Rick Kuehn

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310
ROAD DESIGN SECTION

In Reply Refer to
File No.:
LEG

November 18, 1985

John C. McLean
Assistant Attorney General
Department of Justice
520 S.W. Yamhill, Suite 500
Portland, OR 97204

NOTED
E. S. HUNTER

RE: Bales vs. Cascade Construction Company, et al
Request for Construction No. A8503-01872
Arterial St. Overlay Project No. 4 (Portland) Sec.
Portland City Streets
Multnomah County

Here are copies of Highway Division records asked for in the above Request for Production. Since these are copies, there is no need to return any to us.

The following is a list of information submitted and where it was obtained:

- Construction Section, Salem
  - Correspondence
  - Subcontracts
  - Price Agreements
  - Force Orders
  - Extra Work Orders
  - Resident Engineer's Diary 5/6/83 to 9/21/83
  - General Daily Progress Reports
- Road Design Section, Salem
  - Contract Plans

It is my understanding that Mike Smith, the State's monitor on this project, has already submitted his records.

Duane O. Christensen
Road Design Engineer

By
John R. Marks
John R. Marks
Final Project Coordinator

Attachments
cc: E. S. Hunter
Jack Sollis

RECEIVED
STATE HWY ENGR
NOV 19 '85
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Sct	File

Form 734-3122

STATE OF OREGON

INTEROFFICE MEMO

RECEIVED
STATE HWY ENGR
OCT 29 '85
REFER TO
FOR
Info Invest R/D D/R Sign Act File

TO: E. S. Hunter
Assistant State Highway Engineer

DATE: October 28, 1985

FROM: John C. McLean JCM
Assistant Attorney General

SUBJECT: Bales v. Cascade Construction Company, et al.
Mult. Co. Cir. Ct. No. 8503-01872

Enclosed is a copy of a Request of Production which earlier this week was served on defendant State by plaintiff's attorney in the above case. It is being forwarded to you for processing pursuant to your September 23 memo to John McCulloch.

The lawsuit grows out of a September 20, 1983 motorcycle accident which occurred on that portion of the Lovejoy Street off ramp to the Broadway Bridge in Portland which is east of 10th Avenue. Lovejoy is a city street. Work was being done there by Cascade Construction Company pursuant to OSHD Contract No. 9653, dated June 3, 1983 for paving on Arterial Street Overlay Project No. 4 (Portland) on city streets in Multnomah County. That contract involved an interstate transfer project and was entered into pursuant to Misc. Contracts & Agreement No. 7724 between the State and the City of Portland.

I tendered the defense of the state to the contractor. The tender was accepted on the condition that no independent negligence on behalf of the state would be involved. Presumably there was none inasmuch as the state's involvement was to have been limited by the city-state agreement to monitoring the work and seeing to it that the contract payments were made. In any event, at this time we are obliged to cooperate with the attorneys who have taken over the defense and obtain for them the material requested in the enclosed Request for Production. Please have that material sent to me, and I will forward it.

The produced material should be labeled or marked to show what request(s) it is in response to. Also a sufficient designation should be affixed, or other documents to be returned, to any original documents to facilitate their return to the proper Highway Division source when they have served their purpose. If a book, diary or other document containing information beyond the scope of the particular request is enclosed it would be helpful if it could be marked by a paper clip or paper insert. Significant material should not be underscored or highlighted, however.

Lastly, I would appreciate your letting me know who the highway person was who monitored the work for the state. The attorneys handling the State's defense will no doubt want to talk to him somewhere down the line.

10/29 Original John Marks
cy Jack Sollie
General Files

JCM:ca
Enclosure

81-125-1387

I HEREBY CERTIFY THAT THE FOREGOING
IS A TRUE COPY OF THE ORIGINAL THEREOF

ATTORNEY FOR PLAINTIFF

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MULTNOMAH

MARLA G. BALES, Plaintiff, v. CASCADE CONSTRUCTION COMPANY, INC., an Oregon corporation; BROTHERS CONCRETE CUTTING, INC., an Oregon corporation; WOG'E CONSTRUCTION, INC., an Oregon corporation; VALENTINE SURFACING COMPANY, an Oregon corporation; STATE OF OREGON; CITY OF PORTLAND; and COUNTY OF MULTNOMAH, Defendants.	NO. A8503-01872 PLAINTIFF'S REQUEST FOR PRODUCTION DIRECTED TO ALL DEFENDANTS

TO: ALL DEFENDANTS OF RECORD, THEIR ATTORNEYS AND INSURERS

In accordance with ORCP 36 and ORCP 43, the plaintiff requests the defendants, defendants' attorneys and defendants' insurers to produce the documents and information for copying and inspection within 30 days of the defendants' receipt of this request. This request for production shall be deemed to be continuous and shall call for the production of all such documents and information which might come into the possession of defendants, defendants' attorneys or defendants' insurers at any time after the receipt of this request for production.

For purposes of this request for production, the following definition shall apply:

* * * *

1. The term "document" or "documents" means any recorded material in any form, including, without limitation, correspondence, memoranda, notes, desk calendars, diaries, statistics, letters, telegrams, minutes, contracts, reports, studies, checks, invoices, statements, questionnaires, surveys, receipts, returns, warranties, guarantees, summaries, pamphlets, books, prospectuses, interoffice and intraoffice communications, offers, notations of any sort of conversations, telephone calls, meetings or other communications, bulletins, magazines, publications, computer printouts, computer programs, computer software, tapes, tape recording transcripts, graphic or aural records or representations of any kind.

2. The terms "photograph" or "photographs" mean all types of visual depictions, without limitations, including pictures, movies, videotapes, drawings, sketches, diagrams and plans.

Request No. 1.

All medical records regarding the plaintiff other than those supplied by plaintiff's counsel.

Request No. 2.

All statements made by the plaintiff, whether written or recorded.

Request No. 3.

All records of maintenance, repair, construction and/or inspection of the area described in the plaintiff's complaint where the plaintiff was injured.

Request No. 4.

All accident reports or incident report forms completed by the plaintiff, defendants, the employees, officers, agents and servants of any of the defendants.

Request No. 5.

All written agreements, documents or other memoranda entered into by any of the defendants and any other party regarding the maintenance, repair, inspection and/or construction of the area described in the plaintiff's complaint where the plaintiff was injured.

Request No. 6.

All rules, operating manuals and other memoranda and documentation of the defendants concerning the maintenance, repair, inspection and/or construction of the area described in the plaintiff's complaint where the plaintiff was injured.

Request No. 7.

All photographs of the plaintiff and the area described in the plaintiff's complaint where the plaintiff was injured.

Request No. 8.

All complaints received by the defendants, its employees, officers, agents or insurers regarding the area where the plaintiff was injured for the two years preceding the date of the plaintiff's injury and for one year thereafter.

Request No. 9.

All documents, memoranda and other material of the defendants regarding the maintenance, repair, inspection, alteration, construction or condition of the area where the plaintiff was injured for the two years preceding the plaintiff's injuries through and including this date.

Request No. 10.

All signs, warnings, lights, whether written or visual, posted in the area where plaintiff sustained her injuries.

Request No. 11.

All barricades and/or barriers in the area where the plaintiff sustained her injuries.

Request No. 12.

All test results, data and documents concerning any tests, experiments or observations conducted by the defendants regarding the area of the premises where the plaintiff was injured.

Request No. 13.

All documents containing the names, addresses and telephone numbers of all persons who have knowledge regarding the subject matter of this civil action.

Request No. 14.

The construction specifications, work orders and change orders for the area where the plaintiff was injured.

Request No. 15.

All documents showing any and all work, repair,

* * * *

* * * *

construction and/or repair on the area where the plaintiff was injured.

POZZI, WILSON, ATCHISON, O'LEARY & CONBOY

By: JOHN S. STONE

JOHN S. STONE, OSB No. 75-358
Trial Attorney - Attorney for Plaintiff

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310
ROAD DESIGN SECTION

In Reply Refer to
File No.: LEG

April 17, 1985

John C. McLean
Assistant Attorney General
Department of Justice
520 S. W. Yamhill, Suite 500
Portland, OR 97204

RE: Bales v. Cascade Construction Co.
and State of Oregon
Request for Production No. A8503-01872
Litigation relating to September 20, 1983 Accident
at Lovejoy off-ramp to the Broadway Bridge
Arterial Street Overlay Project No. 4 (Portland) Sec.
City Streets
Multnomah County

In response to the above Request for Production, I have attached information from the following areas:

- Commission Services in Salem, Contract and Bond for highway construction
- Road Design in Salem, Contract Plans

Duane O. Christensen
Road Design Engineer

By

John R. Marks

John R. Marks
Final Project Coordinator

JRM:bn
Attachments

cc: Jack Sollis
E. S. Hunter

RECEIVED
STATE HWY ENGR
APR 18 '85
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Form 734-3122

NOTED
H. S. COULTER

STATE OF OREGON

INTEROFFICE MEMO

RECEIVED
APR 11 1985
LEGAL

DATE: April 10, 1985

Jack Sollis
AIC/Fianance/Gov't.

OM: John C. McLean
Assistant Attorney General

BJECT: Bales v. Cascade Construction Co. and the State of Oregon

Enclosed is a copy of plaintiff's complaint in the above case together with an appended request for production. I would appreciate your having the contracts and working drawings referred to in the request for production, or a copy thereof, sent to my office so that I can arrange to comply with plaintiff's request.

aa

4-16-85
John Marks R/D.
Els
ES H.

RECEIVED
STATE HWY ENGR
APR 15 '85
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

IN THE CIRCUIT COURT OF THE STATE OF OREGON
FOR THE COUNTY OF MULTNOMAH

MARLA G. BALES,

Plaintiff,

v.

CASCADE CONSTRUCTION COMPANY, INC., an Oregon corporation, STATE OF OREGON; CITY OF PORTLAND; and COUNTY OF MULTNOMAH,

Defendants.

No. A8503-01872

COMPLAINT

(Action at Law - Personal Injuries)

Plaintiff alleges:

I

At all times mentioned, the defendant Cascade Construction Company, Inc., was and now is a corporation existing under by virtue of the laws of the State of Oregon, regularly transacting business in Multnomah County, Oregon.

II

At all times mentioned, the defendant State of Oregon was and now is a sovereign state of the United States of America.

III

At all times mentioned, the defendant City of Portland was and now is a municipal corporation existing and duly incorporated and organized under the laws of the State of Oregon.

IV

At all times mentioned, the defendant County of Multnomah was and now is existing and formed under the laws of the State of Oregon.

V

Before filing this action, the plaintiff complied with the provisions of ORS 30.275 by giving notice to the State of Oregon, City of Portland and the County of Multnomah as specified there.

VI

At all times mentioned, the Lovejoy Street off-ramp to the Broadway Bridge, was and now is a public street and thoroughfare in Multnomah County, Oregon east of the Broadway Bridge, extending generally in an east-west direction, and was and now is provided for the use of motor vehicle traffic. At all times mentioned, the Lovejoy Street off-ramp was owned by the defendants State of Oregon, City of Portland and County of Multnomah.

VII

At all times mentioned, the above referenced Lovejoy off-ramp was constructed, repaired, and maintained by the defendants Cascade Construction Company, Inc., the State of Oregon, the City of Portland and the County of Multnomah.

VIII Tues

On or about September 20, 1983, the plaintiff was operating her motorcycle in a westerly direction on the aforementioned Lovejoy off-ramp when, due to the negligence of defendants, and each of them, as set forth below, she lost control of her motorcycle resulting in personal injuries to her as described below.

IX

At the time and place in question, the defendants, and each of them, were negligent in one or more of the following particulars:

1. In causing or permitting substantial quantities of loose gravel to be on the main traveled portion of the roadway on top of a firmer surface;

2. In causing or permitting the main traveled portion of the roadway to have a bumpy, irregular, or unsmooth surface;

3. In failing to provide reasonably adequate warning signs; and

4. In failing to inspect the area under construction for conditions hazardous to the motoring public.

X

As a result of this negligence of defendants, and each of them, in one or more of the particulars set forth above, plaintiff was caused to suffer nervous shock, physical and mental pain and suffering, a wrenching, tearing, and twisting of the muscles, ligaments, nerves, soft tissue and bone of the left leg and knee, a fracture through the entire shaft of the left tibia beginning at the knee joint and involving the articular surface, spiraling down through the shaft to the mid to distal portion of the shaft, a compression of the lateral tibial plateau, a fracture of the fibular head requiring the placement of pins through the tibia, above and below the oblique comminuted fracture, and another procedure for removal of those pins, an aggravation of plaintiff's preexisting asthma requiring nasotracheal intubation, resulting in marked acute ventilatory failure, right pneumothorax with subsequent right lower lobe atelectasis and probable right subclaviam vein thrombosis, all of which injuries and the consequences of them are or may be permanent, have caused past impairment of earning capacity, and will or may cause future wage loss or impairment of earning capacity and medical expense to plaintiff's general damage in the sum of $500,000.

XI

As a further result of the negligence of defendants, and each of them, plaintiff has lost wages in the approximate of $________________, and has incurred medical expenses in the approximate amount of $______________.

WHEREFORE, plaintiff prays for judgment against the defendants, and each of them, in the sum of $500,000. general damages, the sum of $_____________ special damages, and for her

POZZI, WILSON, ATCHSION,
O'LEARY & CONBOY

By /s/ Daniel C. Dziuba
DANIEL C. DZIUBA, OSB #75403
Of Attorneys for Plaintiff

I HEREBY CERTIFY THAT THE FOREGOING
IS A COMPLETE AND EXACT COPY OF THE
ORIGINAL.

Attorney for Plaintiff

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MULTNOMAH

MARLA G. BALES, Plaintiff, v. CASCADE CONSTRUCTION COMPANY, INC., an Oregon corporation, STATE OF OREGON; CITY OF PORTLAND; and COUNTY OF MULTNOMAH, Defendants.	)	NO. A8503-01872 REQUEST FOR PRODUCTION

Pursuant to ORCP 36, 43, and 44, plaintiff, Marla G. Bales, requests that defendants Cascade Construction Company, Inc., State of Oregon, City of Portland, and County of Multnomah produce, for inspection and copying, within 45 days of receipt of this request, at the law offices of Pozzi, Wilson, Atchison, O'Leary & Conboy, 910 Standard Plaza, 1100 S.W. Sixth Avenue, Portland, Oregon 97204, the following items:

1. All contracts underwhich road construction was being performed on the Lovejoy off-ramp west of the Broadway Bridge in September, 1983, including all working drawings.

POZZI, WILSON, ATCHISON,
O'LEARY & CONBOY

By /s/ Daniel C. Dziuba
DANIEL C. DZIUBA, OSB #75403
Of Attorneys for Plaintiff

I HEREBY CERTIFY THAT THE FOREGOING
IS A COMPLETE AND EXACT COPY OF THE
ORIGINAL THEREOF

Attorneys for Plaintiff

91.3

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State Oregon
MONTHLY TRANSACTION NUMBER 6-135		County Multnomah
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	Project Number IX-0000(53)
MODIFICATION NUMBER 4		

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on July 19 , 19 83 ,

is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 2,447,988.00	$ 2,494,129.00
	1,974,394.00(178)	2,013,614.00 (178)
Federal funds	$ 106,394.00(580)	$ 106,394.00 (580)
Other revisions		

This modification is made for the following reasons: Increase in construction costs

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 13th day of June , 19 85 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

~~By~~X For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON JUNE 11, 1985

FEDERAL AID PROJECT NO. IX-0000(53)

ARTERIAL OVERLAY PROJECT NO. 4
PORTLAND CITY STREETS
MULTNOMAH COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE I000 (UNIT 1)
ROADWAY (PORTLAND CITY STREETS)

Total as on estimate of November 7, 1983 $1,373,811.00

Type Code I000 (Unit 2)
Roadway (Basin Ave., Sta. 0+15 to Sta. 60+28)
(Holgate Blvd., Sta. 1+18 thru Equa. Sta. 8+45.52 = 0+11.43 to Sta. 7+27.15)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Flagmen	$ 16.00	1,808	$ 28,928.00	2,592	$ 41,472.00
Cold Plane Pavement Removal	1.35	170,324	229,937.40	189,533.10	255,869.69
Cl. "C" Asph. Concrete Mix	15.00	34,270	514,050.00	34,781	521,715.00
			$772,915.40		$819,056.69

Increase	$ 46,141.29
Subtotal as on estimate of November 8, 1984	934,067.62
Subtotal	$ 980,208.91
Engineering	140,109.09
Total	$1,120,318.00

SUMMARY OF FUNDS (85%)

Description	Appn Code	Total Cost	Federal Funds	State Funds	City Funds
Overlay (Unit 1)	178	$1,373,811.00	$ 1,167,739.00	$ 123,643.00	$ 82,429.00
Overlay (Unit 2)	178	995,148.00	845,875.00	89,564.00	59,709.00
Overlay (Unit 2)	580	125,170.00	106,394.00	11,266.00	7,510.00
Total		$2,494,129.00	$ 2,120,008.00	$ 224,473.00	$149,648.00

Unit 1		Unit 2	
Group 1	100%	Group	100%
Contract No.	9653	Contract No.	9701
Prefix:	726-1939 P.E.	Prefix:	726-1939 P.E.
Prefix:	326-1063	Prefix:	326-1064

DDB:bkb

STATE COPY

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 11-199	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	State Oregon
PROJECT REPORT NUMBER		County Multnomah
MODIFICATION NUMBER 3		Project Number IX-0000(53)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on July 19, 1983, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 2,433,978	$ 2,447,988
Federal funds	$ 2,068,880	$ 106,394 (580) 1,974,394 (178)
Other revisions		

This modification is made for the following reasons: to include increased construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 13th day of November, 1984.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon November 8, 1984

Federal-Aid Project No. IX-0000(53)

Arterial Overlay Project No. 4
Portland City Streets
Multnomah County

PROJECT AGREEMENT ESTIMATE

Type Code I000
Roadway (Portland City Streets)

Total as on estimate of November 7, 1983	$1,373,811.00

Arterial Overlay Project No. 4 (Portland), Unit 2
Type Code I000
Roadway (Basin Avenue, Sta. 0+15 to Sta. 60+28)
(Holgate Blvd., Sta. 1+18 Thru Eq. Sta. 8+45.52 = 0+11.43 to Sta. 7+27.15)

Subtotal from estimate of October 9, 1984		$ 934,067.62
	Engineering	140,109.38
	Total	$1,074,177.00

Length of Roadway	1.412 mi.
Cost of Roadway Per Mile	$ 760,748.58

SUMMARY OF FUNDS (85%)

Description	Appn Code	Total Cost	Federal Funds	State Funds	City Funds
Overlay Project #4	178	$1,373,811.00	$1,167,739.00	$ 123,643.00	$ 82,429.00
Overlay Project #4, Unit 2	178	949,007.00	806,655.00	85,411.00	56,941.00
Overlay Project #4, Unit 2	580	125,170.00	106,394.00	11,266.00	7,510.00
Total		$2,447,988.00	$2,080,788.00	$ 220,320.00	$146,880.00

Group 1	100%
Contract No.	9653
Prefix:	726-1939
Prefix:	326-1063

Group 1	100%
Contract No.	9701
Prefix:	726-1939
Prefix:	326-1064
Prefix:	426-1041

WH:bkb

4653.

STATE COPY

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 10-175		State Oregon
PROJECT REPORT NUMBER		County Multnomah
MODIFICATION NUMBER 2	10-16-84	Project Number IX-0000(53)

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on July 19, 19 83, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 2,322,818.00	$ 2,433,978.00
Federal funds	$ 1,974,394.00	$ 1,974,394.00 (178) 94,486.00 (580)
Other revisions		

This modification is made for the following reasons: to include increased construction and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 16th day of October, 1984.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

for Manager, Program Section
(Title)

XXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON OCTOBER 9, 1984

FEDERAL AID PROJECT NO. IX-0000(53)

ARTERIAL OVERLAY PROJECT NO. 4
PORTLAND CITY STREETS
MULTNOMAH COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE I000
ROADWAY (PORTLAND CITY STREETS)

Total as on estimate of November 11, 1973	$1,373,811.00

ARTERIAL OVERLAY PROJECT NO. 4 (PORTLAND), UNIT 2
TYPE CODE I000
ROADWAY (BASIN AVENUE, STA. 0+15 to STA. 60+28)
(HOLGATE BLVD., STA. 1+18 THRU EQ. STA. 8+45.52 = 0+11.43 TO STA. 7+27.15)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Cement Treated Base Mixture	$ 8.50	19,406	$164,951.00	20,858.62	$177,298.27
Class B Asphalt Concrete Mixture	14.60	3,810	55,626.00	4,469.89	65,260.39
Class C Asphalt Concrete Mixture	14.60	3,870	56,502.00	4,738.29	69,179.03
Asphalt Cement in Mixture	158.00	440	69,520.00	521.553	82,405.37
8-Inch Sewer Pipe	42.50	408	17,340.00	581	24,692.50
Sawcut AC on Beam (PA #9)	6.00	---	---	4,082	2,449.20
General Excavation (PA #9)	16.40	---	---	382.5	6,273.00
Trench Excavation (PA #9)	18.20	---	---	324	5,896.80
Filter Fabric	1.15	---	---	2,860	3,289.00
Gravel Drain Material (PA #9)	16.20	---	---	427	6,917.40
4" Perf. Pipe (ADS)(PA #9)	.91	---	---	3,918	3,565.38

Connect To Existing Inlets (PA #9)	110.00	---	---	21	2,310.00
Concrete w/Type III Cement (PA #9)	15.00	---	---	1,087	16,305.00
			$ 363,939.00		$ 465,841.34

Increase	$ 101,902.34
Subtotal from Estimate of November 7, 1983	832,165.28
Subtotal	$ 934,067.62
Engineering	126,099.38
Total	$1,060,167.00

Length of Roadway	1.412 mi.
Cost of Roadway Per Mile	$ 750,826.49

SUMMARY OF FUNDS (85%)

Description	Appn Code	Total Cost	Federal Funds	State Funds	City Funds
Overlay Proj. #4	178	$1,373,811.00	$ 1,167,739.00	$ 123,643.00	$ 82,429.00
Overlay Proj. #4, Unit 2	178	949,007.00	806,655.00	85,411.00	56,941.00
Overlay Proj. #4, Unit 2	580	111,160.00	94,486.00	10,005.00	6,669.00
Total		$2,433,978.00	$ 2,068,880.00	$ 219,059.00	$ 146,039.00

Group 1	100%
Contract No.	9653
Prefix:	726-1939
Prefix:	326-1063

WH:bkb

Group 1	100%
Contract No.	9701
Prefix:	726-1939
Prefix:	326-1064

WH:bkb

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State Oregon
MONTHLY TRANSACTION NUMBER 11-118	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Multnomah
PROJECT REPORT NUMBER		Project Number IX-0000(53)
MODIFICATION NUMBER		

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on July 19, 1983, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,373,611.00	$ 2,322,818.00
Federal funds	$ 1,167,739.00	$ 1,974,394.00
Other revisions		

This modification is made for the following reasons: to include a contract for Unit 2.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 9th day of November, 1983.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

for Manager, Program Section
(Title)

XXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon November 7, 1983

Federal-Aid Project No. IX-0000(53)

Arterial Street Overlay Project No. 4
Portland City Streets
Multnomah County

MODIFIED PROJECT AGREEMENT ESTIMATE
(To Include Unit 2)

Type Code I000
Roadway (Portland City Streets)

Mobilization		All Required		$ 35,571.00
Temporary Protection and Direction of Traffic		All Required		26,930.00
Flagmen	1,808	Hr.	16.00	28,928.00
Removal of Surfacing	6,344	Sq. Yd.	6.25	39,650.00
Cold Plane Pavement Removal	170,324	Sq. Yd.	1.35	229,937.40
General Excavation	114	Cu. Yd.	10.00	1,140.00
Aggregate Shoulders	120	Ton	14.00	1,680.00
Class "C" Asphalt Concrete Mixture	34,270	Ton	15.00	514,050.00
Class "C" Asphalt Concrete Mixture in Leveling	3,730	Ton	19.00	70,870.00
Asphalt Cement in Mixture	2,089	Ton	158.00	330,062.00
Adjusting Manholes with Riser Rings	117	Each	140.00	16,380.00
Adjusting Manholes, Resetting Frames	98	Each	205.00	20,090.00
Adjusting Inlets	37	Each	185.00	6,845.00
Adjusting Boxes	14	Each	100.00	1,400.00
Salvage Cold Plane Grindings (Minus)	17,878	Ton	(6.00)	(107,268.00)
				$ 1,216,265.40

Anticipated Items

Permanent Pavement Striping		All Required		$ 4,100.00
On-the-Job Trainees (1-1,000 Hrs. @ $0.80)		All Required		800.00
			Subtotal	$ 1,221,165.40
			Engineering	152,645.60
			Total	$ 1,373,811.00

Length of Roadway		16.381 mi.
Cost of Roadway Per Mile	$	83,866.13

Retained in Program

Work by City of Portland (Water)	All Required	$	3,000.00
Replace Inlet Grates & Frames	All Required		500.00

Arterial Overlay Proj. No. 4 (Portland) Unit 2
Type Code I000
Roadway (Basin Avenue, Sta. 0+15 to Sta. 60+28)
Holgate Blvd., Sta. 1+18 thru Eq. Sta. 8+45.52 = 0+11.43 to Sta. 7+27.15)

Mobilzation		All Required		$	6,685.00
Temporary Protection and Direction of Traffic		All Required			8,398.00
Temporary Signs	569	Sq. Ft.	5.50		3,129.50
Temporary Barricades, Type II	79	Each	50.00		3,950.00
Temporary Barricades, Type III	25	Each	55.00		1,375.00
Temporary Plastic Safety Markers	380	Each	30.00		11,400.00
Flagmen	2,000	Hour	18.46		36,920.00
Temporary Amber Flashers	12	Each	350.00		4,200.00
Sequential Arrow Signs	2	Each	1,750.00		3,500.00
Temporary Striping		All Required			11,650.00
Clearing and Grubbing		All Required			6,570.00
Removal of Structures and Obstructions		All Required			9,124.00
General Excavation	16,716	Cu. Yd.	4.00		66,864.00
Aggregate Base	1,927	Ton	9.34		17,998.18
3/4"-0 Aggregate Base 2 Inches Thick	107	Sq. Yd.	1.00		107.00
Cement Treated Base Mixture	19,406	Ton	8.50		164,951.00
Portland Cement in CTB Mixture	1,067	Ton	58.60		62,526.20
Asphalt in Seal		All Required			13,750.00
Class "B" Asphalt Concrete Mixture	3,810	Ton	14.60		55,626.00
Class "C" Asphalt Concrete Mixture	3,870	Ton	14.60		55,502.00
Asphalt Cement in Mixture	440	Ton	158.00		69,520.00
8-inch Sewer Pipe	408	Lin. Ft.	42.50		17,340.00

Concrete Manholes	1	Each	2,465.00	2,465.00
Concrete Inlets, Type P	20	Each	290.00	5,800.00
4-inch Concrete Walk	4,388	Sq. Yd.	9.70	42,563.60
Reinforced Concrete Driveways	363	Sq. Yd.	17.00	6,171.00
6-inch Concrete Driveways	660	Sq. Yd.	12.00	7,920.00
Concrete Curbs	3,626	Lin. Ft.	3.30	11,965.80
Extra for Asphalt Approaches	313	Sq. Yd.	12.00	3,756.00
Adjusting Manholes	43	Each	170.00	7,310.00
Concrete Railroad Crossings	132	Lin. Ft.	305.00	40,260.00
Revision of Existing Signs		All Required		3,485.00
Relocate Existing Light Poles		All Required		2,046.00
Replace Loop Detectors		All Required		2,822.00
Traffic Signal Installation, Complete		All Required		44,512.00
				$ 813,162.28

Anticipated Items

Permanent Pavement Striping	All Required		$ 5,900.00
Signal Controller	All Required		1,000.00
Work by Bureau of Water Works	All Required		12,103.00
			19,003.00
		Subtotal	$ 832,165.28
		Engineering	112,341.72
		Total	$ 944,507.00

Length of Roadway	1.412 mi.
Cost of Roadway Per Mile	$ 688,914.31

Work Retained in Program

Temporary Signs (City of Portland)	All Required	$ 2,000.00
Relocate Sprinkler Heads	All Required	500.00
PGE Light Relocation	All Required	2,000.00
		$ 4,500.00

SUMMARY OF FUNDS (85%)

Description	Total Cost	Federal Funds	State Funds	City Funds
Overlay Proj. #4	$ 1,373,811.00	$ 1,167,739.00	$ 123,643.00	$ 82,429.00
Overlay Proj. #4 Unit 2	944,507.00	802,830.00	85,006.00	56,671.00
Reserve	4,500.00	3,825.00	405.00	270.00
Total	$ 2,322,818.00	$ 1,974,394.00	$ 209,054.00	$ 139,370.00

Group 1	100%	Group 1	100%
Contract No.	9653	Contract No.	9701
Prefix:	726-1939	Prefix:	726-1939
Prefix:	326-1063	Prefix:	326-1064

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO.	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT**	State Oregon County Multnomah Project No. IX-0000(53)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Arterial St. (Portland) overlay project No. 4.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	5-4-83	16.381
OTHER *(Specify)*		

FUNDS PRO RATA 85.00%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 1,373,811.00	$ 1,167,739.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Larry G. Pitts

Manager, Program Section
(Title)

XXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator JUL [illegible]

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon June 30, 1983

Federal-Aid Project No. IX-0000(53)

Arterial Street Overlay Project No. 4
Portland City Streets
Multnomah County

PROJECT AGREEMENT ESTIMATE

Type Code I000
Roadway (Portland City Streets)
Alternate "C"

Mobilization		All Required		$ 35,571.00
Temporary Protection and Direction of Traffic		All Required		26,930.00
Flagmen	1,808	Hr.	16.00	28,928.00
Removal of Surfacing	6,344	Sq. Yd.	6.25	39,650.00
Cold Plane Pavement Removal	170,324	Sq. Yd.	1.35	229,937.40
General Excavation	114	Cu. Yd.	10.00	1,140.00
Aggregate Shoulders	120	Ton	14.00	1,680.00
Class "C" Asphalt Concrete Mixture	34,270	Ton	15.00	514,050.00
Class "C" Asphalt Concrete Mixture in Leveling	3,730	Ton	19.00	70,870.00
Asphalt Cement in Mixture	2,089	Ton	158.00	330,062.00
Adjusting Manholes with Riser Rings	117	Each	140.00	16,380.00
Adjusting Manholes, Resetting Frames	98	Each	205.00	20,090.00
Adjusting Inlets	37	Each	185.00	6,845.00
Adjusting Boxes	14	Each	100.00	1,400.00
Salvage Cold Plane Grindings (Minus)	17,878	Ton	(6.00)	(107,268.00)
				$ 1,216,265.40

Anticipated Items

Permanent Pavement Striping	All Required		$ 4,100.00
On-the-job Trainees (1-1,000 hrs. @ $0.80)	All Required		800.00
		Subtotal	$ 1,221,165.40
		Engineering	152,645.60
		Total	$ 1,373,811.00

Length of Roadway	16.381 mi.
Cost of Roadway Per Mile	$ 83,866.13

Retained in Program

Work by City of Portland (Water)	All Required	$ 3,000.00
Replace Inlet Grates & Frames	All Required	500.00

Federal Funds	85%	$ 1,167,739.00
State Funds	9%	123,643.00
Other Funds	6%	82,429.00
Total		$ 1,373,811.00

Group 1 100%
Contract No. 9653
Prefix: 726-1939
Prefix: 326-1063

rll

U. S. DEPARTMENT OF TRANSPOR ION
FEDERAL HIGHWAY ADMINIST TION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-0000(53)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 20126

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 6/27/83

8. FEDERAL ROUTE NUMBER Various FAU Routes

9. STATE ROUTE NUMBER City Streets

10. GENERAL LOCATION

Arterial Streets Overlay project #4 (Unit #1)

11. GENERAL DESCRIPTION OF WORK

Revised utility costs

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* See Below

13. REMARKS

As requested by Mr. Potter's letter of 1/24/85 the revised costs for the relocation of the City of Portland, Bureau of Water Works facilities as authorized 6/27/83 to a TEC of $12,333.09; Federal Funds $10,483 is approved contingent upon modification of Project Agreement if additional funds are required.

(Increase TEC $230.09; Federal Funds $196)

RECEIVED
STATE HWY ENGR
FEB 7 '85
REFER TO
Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

14. DATE 2/5/85

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hassner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

PROJECT REPORT
ARTERIAL STREET OVERLAY PROJECT #4 (PORTLAND)
CITY STREETS
MULTNOMAH COUNTY
CONTRACT NO. 9653 - PREFIX NO. 326-1063
F.A.P. NO. IX-0000(53)

General Progress

Construction began Tuesday, June 21, 1983 on S.E. Woodstock Boulevard and proceeded in an orderly and timely manner and concluded on NW Lovejoy Street. The contract time of 165 calendar days was more than ample time to complete the work. There were generally 5 to 35 men on the project completing the overlay with a paver, rollers, brooms, backhoe, dump trucks, cold planer, compressor and distributor. Coordination between the Contractor, City, State, and Utilities went well. The subcontractor for the cold planing work performed his work on schedule and expediently.

Traffic Control

The streets overlayed under this contract were major arterial streets throughout the City of Portland. Two way traffic was maintained at all times except when width restrictions did not allow room for paving or cold planing and the two lanes of traffic. In width restricted areas alternating one-way traffic with flagmen was used. On one-way streets, one to two lanes of traffic were maintained. NW Lovejoy was closed to traffic during the paving. Paving on S.W. 3rd Avenue and S.W. 4th Avenue was performed on Saturday.

Two changes to the contract documents were made during the project. Two (2) Type II barricades were substituted for one (1) Type III barricades. This substitution was made because the mobility of the work did require Type III barricades because no operation required more than one day in a particular location. The hours of lane closure were also modified from the plans to allow work during the peak traffic as long as there was no restriction in the peak direction. Both of the changes were documented by price agreement.

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RECEIVED
ROAD DESIGN SECTION

Do
Return
Bring Up
Action

In other regards the traffic control plans were adequate. All signs brought to the project were new or in like-new condition. Flagmen performed their work in a reasonable manner.

Construction Problems and Specifications

The overlay project for 1984 was similar to previous project of 198, 1981, and 1982. As a result of experience gained on these ovelay projects, the plans and specifications were fairly clear and complete. One change for next year's project will be to include a bid item for driveway wedges. Previously, a relatively few driveways had excessive lips after cold planing and paving, which were taken care of by the contractor with a driveway wedge. This year an increased number of wedges were required and the contractor requested extra compensation for this work. It was agreed by all parties involved that this work was extra and compensation should be made.

The only other construction problems were utility related, involving scheduling around their work and in one case deletion of a portion of project to avoid a conflict. This portion was the section on N. Vancouver between N. Ainsworth, N. Lombard Street, where work by Northwest Natural Gas was to have been completed prior to the contractor performing the asphalt overlay. As soon as it was determined that the work by the Gas Co. could not be done this construction season, this section of the project was deleted. This deletion was documented by price agreement.

Innovative Construction Practices

The nature of this project lends itself favorably to using a recycle mix of asphalt concrete since the major bid items were paving and cold planing. The option of the contractor to use recycled asphalt concrete continues to work well. The contractor generally ran 20% recycled asphalt concrete; however, 10% and 30% were used as well. Problems arose in maintaining the gradatioin when using 30% rcycling,which forced the Contractor to drop back to 20%. The method of the contractor paying for the cold plane grindings continued to work well, showing the savings to the contract of $6/ton for 18,269.44 tons or $109,616.64.

Mel Mohning
Mel Mohning
Project Manager
Bureau of Transportation Engineering

MEM:jw

STATEMENT OF OVERRUNS AND UNDERRUNS

PROJECT: ARTERIAL STREET OVERLAY NO.4 CONTRACT NO: 9653

HIGHWAY: CITY STREETS PREFIX NO: 326-1063

COUNTY: MULTNOMAH FAP NO: IX-0000(53)

ITEM NO.	ITEM	UNIT SUMMARY	ORIGINAL	SEMI-FINAL	+ -%
	Bid Items	$	1,216,265.40	1,248,347.55	+2.6%
	Anticipated Items	$	8,400.00	56,198.96	+569%
	Contingencies	$	55,109.94	2,531.60	-95%
	Engineering	$	97,973.23	93,000.00	-5.1%
	Total		1,377,748.57	1,399,964.51	+1.6%

All substantial changes were evaluated and only those listed below meaningfully affected the project cost.

BI 33	Flagmen	Hour	1808	2588.0	+43.1%

Overrun on this item was due to staging of all different activities or items of work. Saw cutting, base repair, cold planing, paving, and manhole adjustments were all done at separate times. The increase of work in the bid items increase flagging needs. Flagging was also used in areas not anticipated in the estimate but determined necessary in the field.

BI 34	Removal of Surfacing	Sq.Yd.	6344.0	3867.3	-39.0%

Underrun due to concrete under Asphalt Concrete not discovered during underground research. Once concrete was discovered, the areas were not done as base repair as visually observed, but were done by cold planing to just remove A.C. surfacing.

ITEM NO.	ITEM	UNIT SUMMARY	ORIGINAL	SEMI-FINAL	+ -%
BI 35	Cold Plane Pavement Removal	Sq.Yd.	170,324.0	189,533.1	+11.3%

Overrun was due to increase in full width cold planing from partial areas to full width cold planing and cold planing base repair areas over concrete base.

ITEM NO.	ITEM	UNIT SUMMARY	ORIGINAL	SEMI-FINAL	+ -%
F.O. No. 1	Permanent Pavement	$	4,100	34,028.44	+730%

Original estimate was based on work done in previous overlay projects. Soon after initial force order was initiated the Maintenance Bureau determined that estimate should be $26,500 because of increased use of thermplastic and revised layout requested by the Traffic Bureau. Final costs show difficulty of Maintenance Bureau in estimating what changes Traffic Engineering will make.

F.O. No. 3	Adjust Water Facilities Downtown Streets	$	3,000	9,953.92	+232%

The preliminary estimate was not accurate and did not reflect adjustment of all water facilities done prior to cold planing. Estimate prior to doing work was $10,825.53.

F.O. No. 4	Adjust Water Facilities	$	0	12,103.00	-----

No work was anticipated outside the downtown area by the Water Bureau except normal adjustment due to paving. Increasing use of full width cold planing brought about need for major adjustments which could not be anticipated.

Mel Mohning

Mel Mohning
Project Manager
Bureau of Transportation Engineering

MEM:jw

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
IX-0000(53)

2. STATE PROJECT NO.
See Below

2A. COUNTY NAME
Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO.
20126

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE
2/9/84

8. FEDERAL ROUTE NUMBER
Various FAU Routes

9. STATE ROUTE NUMBER
City Streets

10. GENERAL LOCATION:

Arterial Street Overlay Project No. 4

11. GENERAL DESCRIPTION OF WORK

Permanent Pavement Striping

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☒ CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 2/9/84 as requested in Mr. Fredrickson's letter of 3/28/84 as being cost effective for the use of City forces to proceed with the above work. State Force Order No. 5 representing work to be performed by City of Portland Maintenance Bureau Forces is approved for a TEC of $5,900 Federal Funds $5,015.

RECEIVED
STATE HWY ENGR
APR 11 '84
REFER TO
FOR
Info | [illegible] | R/D | D.R | Sign | Act | File

14. DATE
4/3/84

15. SIGNATURE OF APPROVING OFFICIAL
G. K. [illegible]

16. TITLE
for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

FORM 734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Arterial Street Overlay Project No. 4 (Portland)

WEEK ENDING: March 17, 1984

SECTION PREFIX: 326-1063

HIGHWAY: City Streets

COUNTY: Multnomah

NAME OF JOB:

KIND OF WORK: Paving

CONTRACTOR: Cascade Construction Co.

CONTRACT NUMBER: 9653

FEDERAL AID PROJECT NUMBER: IX-0000(53)

DATE OF CONTRACT: June 3, 1983

DATE WORK STARTED: 6-21-83

ESTIMATED COMPLETION DATE: 12-2-83

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: SUPERVISION:

SPECIFIED WORK DAYS

WORK DAYS USED

SPECIFIED CALENDAR DAYS 165

CALENDAR DAYS USED 117

SPECIFIED COMPLETION DATE

PERCENT OF TIME ELAPSED 71%

PROJECT AUTHORIZATION: $ 1,377,748.57

EXCLUSIVE OF ENGINEERING: $ 1,279,775.30

ENGINEERING AUTHORIZATION $ 97,973.23

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100%

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 1,307,125.77

ENGINEERING COST TO DATE $ 90,000.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100%

ESTIMATED PERCENT: OVERRUN XXXXXXXX . . . . 2 %

PERCENT OF AUTHORIZATION . . . . . . 92 %

DATE PROJECT WAS COMPLETED: October 15, 1983

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	Adjust MHS	Overlay	Base Repair	Cold Planing
N/A	N/A	N/A	N/A	100%	100%	100%	100%

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

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GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	Project has been completed and the City is in the process of completing the semi-final. Last weekly report until third notification.
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

SIGNED Mel Mohning LOCATION

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

rll

94-53

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-0000(48)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

11-30-83

4. PROGRAM NO.

5. ITEM NO. 20126

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

cc HP
#772

7. DATE AUTHORIZATION EFFECTIVE 11/30/83

8. FEDERAL ROUTE NUMBER Various FAU Routes

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:

Arterial Streets Overlay Project #4

11. GENERAL DESCRIPTION OF WORK

Program change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program change
See Below

13. REMARKS

As requested in Mr. Swan's letter of 11/17/83 I approve the revised Preliminary Engineering Costs to a TEC of $107,400 Federal Funds $91,289.

(Increase TEC $21,000 Federal Funds $17,850)

Orig to [illegible]

RECEIVED
STATE HWY ENGR
DEC 5 '83
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

14. DATE 11/30/83

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hassan

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)

PREVIOUS EDITIONS MAY BE USED

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
IX-0000(53)

2. STATE PROJECT NO.
See Below

2A. COUNTY NAME
Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO.
20126

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE
8/29/83

8. FEDERAL ROUTE NUMBER
Various FAU Routes

9. STATE ROUTE NUMBER
City Streets

10. GENERAL LOCATION:
Arterial Streets (Portland) Overlay Project #4 Unit 2

11. GENERAL DESCRIPTION OF WORK
Utility adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
XX☒ OTHER *(Specify)* Utility adjustment

13. REMARKS

As requested by Mr. Potter's letter of 9/6/83 this will confirm the advance approval date of 8/29/83, contingent upon modification of Project Agreement if additional funds are required, to proceed with the actual adjustments for the City of Portland, Bureau of Water Works water facilities. Reimbursement on an actual cost basis estimated to be $20,878.30 Federal Funds $17,746.55 is approved.

I approve the Agreement with the City of Portland, Bureau of Water Works.

Approval and participation for th eligible portion of the work authorized above is subject to the provisions of the Federal-aid Program Manual.

RECEIVED
STATE HWY ENGR
OCT 7 '83
REFER TO Potter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Orig. to
10/7

14. DATE
9/30/83

15. SIGNATURE OF APPROVING OFFICIAL
G. K. Hassner

16. TITLE
for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

rll

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-0000(53)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 20126

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 6/27/83

8. FEDERAL ROUTE NUMBER Various FAU Routes

9. STATE ROUTE NUMBER City Streets

10. GENERAL LOCATION:

Arterial Streets Overlay Project #4 (Unit #1)

11. GENERAL DESCRIPTION OF WORK

Utility Adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Utility Adjustment

13. REMARKS

As requested by Mr. Potter's letter of 7/18/83 this will confirm the advance approval date of 6/27/83, contingent upon modification of Project Agreement if additional funds are required, to proceed with the actual adjustments for the City of Portland, Bureau of Water Works water facilities. Reimbursement on an actual cost basis estimated to be $12,103 Federal Funds $10,287 is approved.

I approve the Agreement with the City of Portland Bureau of Water Works.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Program Manual.

RE
STAT. EN
SEP 13 '83
RL TO Potter
Info Initial Sign

Orig to
9/13

14. DATE 9/8/83

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hassner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

rll 9[illegible] 5

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. See below

2. STATE PROJECT NO. See below

2A. COUNTY NAME See below

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. various

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 8/19/83

8. FEDERAL ROUTE NUMBER Various

9. STATE ROUTE NUMBER Various

10. GENERAL LOCATION:

See Projects below

11. GENERAL DESCRIPTION OF WORK

Force Account and Extra Work - "Anticipated Items" as shown in "PS&E" Estimate

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Potter's letters dated 8/19/83 for the following projects you are authorized to proceed with those items shown in your "PS&E" Estimate for each project "Anticipated Items" by State Forces and Extra Work as being cost effective.

The above authorization will not require any additional obligation of funds.

HES-27-1(10)
F-70(3)
HES-A333(1)
F-1(30)
IX-9822(8)
F-13(11)
F-86(5)
F-29(10)
IX-26(32)

F-2-3(11)
BRF-2-5(11)
IX-0000(53) [illegible]
HES-27-2(13)
FG-21-2(15)
F-35(12)
HES-24(35)
BHF-2-1(19)
F-12(4)

RECEIVED
STATE HWY ENGR
AUG 30 '83
REFER TO Potter
FOR
Info Inves R/D D/R Sign Act File

Orig t
8/31

14. DATE 8/19/83

15. SIGNATURE OF APPROVING OFFICIAL A. K Hessner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-73) PREVIOUS EDITIONS MAY BE USED

rll 9653

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-0000(53)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
8-2-83

4. PROGRAM NO.

5. ITEM NO. 20126

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 6/17/83

8. FEDERAL ROUTE NUMBER Various FAU Routes

9. STATE ROUTE NUMBER City Streets

10. GENERAL LOCATION:
Arterial Streets Overlay Project #4 (Unit 1 - Portland)

11. ~~GENERAL~~ DESCRIPTION OF WORK
Furnish 10 units (frame and grate)

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW.

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON ~~AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 6/17/83 as requested in Mr. Keasey's letter of 7/26/83 as being cost effective for the use of City Forces to proceed with the above work. State Force Order No. 2 representing work to be performed by City of Portland forces is approved for a TEC of $500 Federal funds $425.

It should be noted that costs are to be supported by purchase invoice.

RECEIVED
STATE HWY ENGR
AUG 8 '83
REFER TO Hatter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Orig to
8/8

14. DATE 8/2/83

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-75) PREVIOUS EDITIONS MAY BE USED

rll

U. S. DEPARTMENT OF TRANSPORT[illegible]ION
FEDERAL HIGHWAY ADMINIST[illegible]ION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-0000(53)
2. STATE PROJECT NO. See below
2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.
5. ITEM NO. 20126

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 6/15/83
8. FEDERAL ROUTE NUMBER Various FAU Routes
9. STATE ROUTE NUMBER City Streets

10. GENERAL LOCATION:
Arterial Streets Overlay Project #4 (Unit 1 - Portland)

11. GENERAL DESCRIPTION OF WORK
Permanent pavement striping

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON ~~AN AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 6/15/83 as requested in Mr. Keasey's letter of 7/26/83 as being cost effective for the use of City Forces to proceed with the above work. State Force Order No. 1 representing work to be performed by City of Portland forces is approved for a TEC of $4,100 Federal Funds $3,485.

RECEIVED
STATE HWY ENGR
AUG 8 '83
REFER TO
FOR
Info | Inves | K/D | D/R | Sign | Act | File

Orig to
8/8

14. DATE 8/2/83
15. SIGNATURE OF APPROVING OFFICIAL G K Hes
16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

rll 91-3

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-0000(53)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division

2 2x3

4. PROGRAM NO.

5. ITEM NO. 20126

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 6/6/83

8. FEDERAL ROUTE NUMBER Various FAU Routes

9. STATE ROUTE NUMBER City Streets

10. GENERAL LOCATION:

Arterial Streets Overlay Project #4 (Unit 1 - Portland)

11. GENERAL DESCRIPTION OF WORK

Utility Adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Utility Adjustment

13. REMARKS

As requested by Mr. Potter's letter of 7/18/83 this will confirm the advance approval date of 6/6/83, contingent upon modification of project agreement if additional funds are required, to proceed with the actual adjustments for the City of Portland, Bureau of Water Works, water facilities. Reimbursement on an actual cost basis estimated to be $10,826 Federal Funds $9,202 is approved.

I approve the Agreement with the City of Portland Bureau of Water Works.

Approval and participation for the eligible portion of the work authorized above is subject to the provisons of the Federal-aid Program Manual.

RECEIVED
STATE HWY ENGR
AUG 8 '83
REFER TO Potter
FOR
Info | Inves | R/D | D/R | Sign | | File

Orig to
8/8

14. DATE 8/2/83

15. SIGNATURE OF APPROVING OFFICIAL G K Hoss

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

Revised Traffic Control Requirements

July 22, 1983

Project: Arterial Overlay No. 4
Contract No -- 9653
Prefix No -- 326-1063
FAU No -- IX-0000 (53)

	Street/Section	Contract Requirements		Revised Requirements	
1.	E. Burnside/67th to 90th	AM 7:00 to 8:30 Maintain All Lanes	PM 4:00 to 6:00	AM 7:00 - 8:30 Min 1 lane ea. direction	PM 4-6:00 Maintain al lanes.
2.	SW Corbett/Grover to Nebraska	Maintain All Lanes		Min one lane for each direction (no change)	
3.	SW Gibbs/11th to Fairmont (SW Marguam Hill)	Maintain All Lanes		Minimum one lane each direction (no change)	
4.	NE Glisan/28th to 39th	Maintain All Lanes (7:00 to 8:00)	(3:30 to 6:00)	EB-one lane open WB- no lanes closed	EB-no lanes closed; WB-one lane open
5.	NE Glisan/60th to 92nd	Maintain All Lanes		Same as above	
6.	NW Lovejoy/9th to 14th	Maintain All Lanes		Min one lane each direction	EB-No lanes closed; WB-one lane open
7.	N Portsmouth/Willamette to Columbia	No Restrictions		No Restrictions	
8.	SE Stark/Thorburn to 92nd	Maintain All Lanes		WB only--no lanes closed	WB only--one lane open
9.	N Vancouver/Weidler to Broadway	Maintain All Lanes		one lane closed	all lanes open
	N Vancouver/Broadway to Tillamook	Maintain All Lanes		one lane open	two lanes open
	N Vancouver/Tillamook to Ainsworth	Maintain All Lanes		One Lane Open	
10	SE Woodstock/28th-39th	Maintain All Lanes		Maintain All Lanes	
11	SE Woodstock/46th-82nd	Maintain All Lanes		Maintain All Lanes	

Talked to Mike Bauer on 7-27-83
He instituted these changes and approves of them.

	Street/Section	Contract Requirements		Revised Requirements	
		AM 6:00 to 8:30	PM 4:00 to 6:00	AM 6-8:30	PM 3:30-6:00
12.	SW 3rd Ave/Yamhill to Madison	Maintain All Lanes		Maintain 2 lanes	Maintain all lanes
13.	SW 4th Ave/Pine to Morrison	Maintain All Lanes		Maintain 2 lanes	Maintain all lanes
14.	SW 4th Ave/Taylor to Madison	Maintain All Lanes		Maintain 2 lanes	Maintain all lanes
				AM 6-8:30	PM 4-6:00
15.	NE 15th Ave/Broadway to Tillamook	No Restrictions		No Restrictions	
16.	NE Ainsworth/Union to 15th	No Restrictions	Maintain all lanes	No change	No change
17.	SE Thorburn/69th to Start	Maintain All Lanes		EB- one lane open WB- No lanes closed	EB- no lanes closed WB- one lane open
18.	N Portland/Willamette to Freeway	Maintain All Lanes		EB- Maintain 2 lanes WB- Maintain 1 lane	EB & WB - Maintain 2 lanes

ROW 18-4

July 18, 1983

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Water Facilities Adjustment
Bureau of Water Works
City of Portland
Arterial Overlay Project No. 4 (Portland)
City Streets
Multnomah County
Project No. IX-0000(53)

NOTED

RECEIVED
TECHNICAL SERVICES
AUG 31 '83
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Here is a copy of an estimate of cost to adjust Bureau of Water Works, City of Portland, facilities dated June 27, 1983.

The City's water facilities occupy city street right-of-way, therefore, the cost of relocation is reimbursable.

The conflict was not originally anticipated. The estimate covers work on streets outside the downtown area required to accommodate the cold planing of street surface. The Bureau of Water Works was advised verbally of the conflict as soon as it was known. The relocation agreement will, therefore, consist of verbal notification of conflict, the estimate and sketch submitted herewith and our letter authorizing them to proceed with the work.

An appropriate permit for the utility's proposed relocation will not be issued as City's water facilities occupy city street right-of-way.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4, as the relocation involves crossings of the project by the facilities.

There will be no betterment derived from the proposed adjustment of the City's facilities.

Your approval of the actual cost agreement, as evidenced above, and confirmation of your advanced authorization to proceed with the work as of June 27, 1983 under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $12,103.

JMC/
Enc.

cc: ✓E. S. Hunter
Jack M. Cartwright

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
PRO 6-2

TO: C. T. Keasey
Construction Engineer

DATE: July 7, 1983

FROM Gary A. Potter, Manager
Program Section

SUBJECT: Construction Identification Signs
1) Federal-Aid Project IX-9822(6)
90th Ave.-94th Ave. (Portland) Section
2) Federal-Aid Project IX-0000(53)
Arterial Street (Portland) Overlay Project No. 4

According to Title 23 USC, Section 114, only official traffic control devices in conformance with the "Manual on Uniform Traffic Control Devices" are permitted on any Federal-Aid funded project on the Federal-Aid system. Therefore, I am returning the two force orders submitted to me on the subject projects.

Also, I have attached one copy each of Section 114 and Section 101 of Title 23 USC for your information.

JLG:pf
Attachments

cc: FHWA, w/attachment
Jon Rose, w/attachment
Gary Zehner, w/attachment
General Files

[illegible]53

DATE: July 6, 1983

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: C. T. Keasey, P.E., P.L.S.
Construction Engineer

SUBJECT: Notification Contract Work Started
Federal-aid Project Number
IX-0000(53)

Contract 9653, Work Started 6-20-83

Project Arterial Street Overlay Project #4 (Portland)

Highway City Streets

County Multnomah

RDC:mk

cc: R. D. Church

July 1, 1983

Cascade Construction Company, Inc.
P. O. Box 4267
Portland, OR 97208

CON 5
#9653

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

> Contract No. 9653 for the Arterial Street Overlay Project No. 4 in Portland, Multnomah County.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dc
Encl.

cc: The Travelers Indemnity Co.
Surety Department
707 S.W. Washington Street
Portland, OR 97205

Don Reger & Company, Inc.
200 S.W. Market Street, Suite 210
Portland, OR 97201

bc: C. T. Keasey
Walt Hart
Robert Church
Jan Peterson
E. L. Hardt
Mike Smith

Cascade
Construction
Company, Inc.
General Contractors

P.O. BOX 4267 • PORTLAND, OREGON 97208 • TELEPHONE 222-8421

TRANSMITTAL NOTICE

To:

OREGON TRANSPORTATION COMMISSION
DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION
121 TRANSPORTATION BUILDING
SALEM, OR 97310

Date: June 10, 1983

Transmitted herewith:

NO. OF COPIES	DATED	TITLE
2	6-3-83	Contract and Bond for Construction of Arterial Street Overlay Project No. 4 (Portland) OSHD 9653

MEMORANDUM

For further processing.
Insurance Certificate to follow.

RECEIVED
JUN 13 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Enc: X

cc: 3-11

CASCADE CONSTRUCTION COMPANY, INC.

By George R. Morton
George R. Morton, Vice Pres. Eng.

Equal Opportunity Employer

Cascade Construction Company, Inc.
General Contractors
P.O. Box 4267, Portland, Oregon 97208
PHONE: 222-6421
Equal Opportunity Employer

May 17, 1983

RETURN RECEIPT REQUESTED

Office of Commission Service
Room 121
State Transportation Building
Salem, Oregon 97310

Re: Arterial Street Overlay Project No.4 Portland #9653

To Whom It May Concern:

Our documentation of our intent to sign subcontractors with certain MBE firms is attached. These firms will receive the same material for their records.

Our percentage is as follows:

MBE Participation 4.3%

Sincerely yours,

CASCADE CONSTRUCTION COMPANY, INC.

George R. Morton
George R. Morton
Vice-President, Engineering

Enclosures

GRM/mds

RECEIVED
MAY 31 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc Kay Turner

OREGON C.U.P. *(Cleaning Up Pollution)* AWARD — 1974, 1975, 1976
CASCADE CONSTRUCTION CO. INC. has been named the recipient of the Oregon C.U.P. Award for outstanding achievement in protecting the environment.

Cascade Construction Company, Inc.
General Contractors
P.O. Box 4267, Portland, Oregon 97208
PHONE: 222-6421
Equal Opportunity Employer

May 27, 1983

Brothers Concrete Cutting
2383 Three Lakes Road
Albany, Oregon 97321

Re: Arterial Street Overlay Project No. 4 Portland

Attention: Dick Harding

Dear Sir:

If awarded the above contract we will award you a subcontract for the following:

Item #34 Removal of Surfacing -
Saw cut approx. 28,548 LF. @ $0.30 per L.F.

Total Price: $8,655.00

Sincerely yours,

CASCADE CONSTRUCTION COMPANY, INC.

George R. Morton
Vice-President, Engineering

GRM/mds

RECEIVED
MAY 31 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

OREGON C.U.P. *(Cleaning Up Pollution)* AWARD — 1974, 1975, 1976
CASCADE CONSTRUCTION CO INC. has been named the recipient of the Oregon C.U.P. Award for outstanding achievement in protecting the environment.

Cascade Construction Company, Inc.
General Contractors
P.O. Box 4267, Portland, Oregon 97208
PHONE: 222-6421
Equal Opportunity Employer

May 17, 1983

Wog'e Construction, Inc.
1637 N.E. Killingsworth Street
Portland, Oregon 97211

Re: Arterial Street Overlay Project No.4 Portland

Attention: Ken Thurmond

Dear Sir:

If awarded the above contract we will award you a sucontract for the following:

Item	Description	Quantity	Unit Price	Amount
#41	Adjust Manhole with Riser Ring	117	$140.00	$16,380.00
#42	Adjust Manhole Resetting Frame	98	205.00	20,090.00
#43	Adjust Inlets	37	185.00	6,845.00
				43,315.00

Sincerely yours,

CASCADE CONSTRUCTION COMPANY, INC.

George R. Morton
Vice-President, Engineering

RECEIVED
MAY 31 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

GRM/mds

OREGON C.U.P. *(Cleaning Up Pollution)* AWARD — 1974, 1975, 1976
CASCADE CONSTRUCTION CO. INC. has been named the recipient of the Oregon C.U.P. Award for outstanding achievement in protecting the environment.

9453

ROW 18-4

8

June 6, 1983

NOTED
E. S. HUNTER

RECEIVED
TECHNICAL SERVICES
JUN 8 '83
REFER TO
FOR

Info	Inves	R/D	D/R			File
						✓

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

ATTENTION: C. T. Christianson
Area Engineer

FROM: Jack M. Cartwright
Utility Relocation Coordinator

SUBJECT: Federal Participation Eligibility Date
Water Facilities Adjustment
Bureau of Water Works
City of Portland
Arterial Overlay Project No. 4 (Portland)
City Streets
Multnomah County
Project No. IX-0000(53)

Dear Mr. Christianson:

Confirmation of your verbal authorization for Bureau of Water Works, City of Portland to proceed with the relocation of their water facilities in conflict with this project as of June 6, 1983 is requested. An estimate of cost has been received from the Bureau of Water Works in the amount of $9,414. The estimate is presently being reviewed by Highway Accounting Section and will be forwarded for your review and approval by separate letter. Federal participation in the cost of the relocation work is subject to FHWA's review and approval of the estimate of cost.

Advanced authorization date of
June 6, 1983 is approved

C T Christianson
C. T. Christianson, Area Engineer

JMC:jh
cc: E. S. Hunter
D. E. Swan
Mel Mohning, Project Manager
Mike Smith
Dick Fleming
Pete Gonzalez

RECEIV

ROAD DESIGN SECTION DES 16

Don Fantz
Project Coordinator

May 21, 1983

Don Adams, P.E.
Final Design Engineer

Arterial Street Overlay Project No. 4 (Portland) Unit 2
FAU 9930 & FAU 9793
Multnomah County

Attached are prints of the subject project.

Sheet 1
The correct title for this project is:
Arterial Street Overlay Project No. 4 (Portland) Unit 2
FAU 9793 & FAU 9930 (S.E. Holgate - Blvd. & N. Basin Ave.)
Multnomah County

These two street improvements are programmed with the previous Arterial Street Overlay Project No. 4 and must carry this title. Sheet 1 is the only sheet that will require the title to be changed.

The stage construction for S.E. Holgate Blvd. should be reviewed to eliminate the requirement for the contractor to work between the opposing lanes of traffic and to elimate need for traffic to operate directly adjacent to hazardous droppoffs. Work areas with drop offs are shown to exist on both sides of traffic at the same time on stage I and between traffic in narrow lanes on stage II. During working hours the traffic cones and plastic safety markers have to encroach on the available travel lanes.

Alternate staging would move all traffic to one side and do the work necessary to bring the work up to and include 2 inch base course A.C., shift traffic to that side and bring the other side up to and include the base course. Stage III would shift traffic side to side as the wearing course is placed.

Other suggested items are shown in red and the base design is under study and can be revised by us if necessary.

Please have the original sheets revised accordingly and returned to us for further processing.

cc: W.E. Cole

DA:mg

Attachments

1 Versteeg ✓
Anderson
Adams
Jacob
Steudenmeyer
Terpin
Trout
Wakeriig

RECEIVED
2 19
ROAD DESIGN
SECTION

Do Not File
Return To
Bring Up
Action

7-3

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

Date: May 4, 1983

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Program Change
Project No. IX-0000(48)
Arterial Street Overlay Project No. 4
Multnomah County

#7701

I request your approval of the following on the subject project:

1. That the preliminary engineering remain open even after PS&E approval is granted for construction on unit one.

2. Program change to include the additional preliminary engineering necessary for the future construction of unit two which consists of work on N. Basin Avenue and Holgate Blvd. as indicated in the enclosed copy of Mr. D. Fantz's memo of April 27, 1983.

Approval of the above will involve an increase of $51,105 in total cost and Federal funds of $43,439 as indicated in the enclosed copy of Mr. Terpin's memo of May 3, 1983 with revised financing as follows:

	Appn Code	Total Cost	Federal Funds
Present	580	$ 86,400.00	$ 73,439.00
Previous	580	35,295.00	30,000.00
Increase		$ 51,105.00	$ 43,439.00

CL:bks
Enc.

cc: E.L. Hardt
F.E. Terpin
R. Brooks
J. Rose
Gary Zehner
General Files

Form 734-3122

r11 9653

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-0000(53)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 20126

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 5/4/83

8. FEDERAL ROUTE NUMBER Various FAU Routes

9. STATE ROUTE NUMBER City Streets

10. GENERAL LOCATION:

Arterial Street (Portland) Overlay Project No. 4

11. GENERAL DESCRIPTION OF WORK

High type pavement overlay

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)*
Permanent Pavement Striping S.F. $3,500

13. REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Potter's 5/2/83 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $1,364,980 Federal Funds $1,160,233.

A signed copy of the Title Sheet is returned herewith.

RECEIVED
STATE HWY ENGR
MAY 17 '83
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

14. DATE 5/4/83

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-73)
PREVIOUS EDITIONS MAY BE USED

7653

8

U.S. Department of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project IX-0000(48)
Arterial Street Overlay #4
City of Portland

Date: March 11, 1983

From: Division Administrator

Reply to Attn. of: HFO.6-OR

To: Mr. H. S. Coulter
State Highway Engineer
Salem, Oregon

As requested by Mr. Adams on March 1, 1983, we approve the minor deviation from standards for the portion of Basin Avenue that will be reconstructed under this project. This street section is located in a heavily developed industrial area. Construction to current standards would require additional right-of-way for 35 mile per hour curve alignment. This would not be practical or cost effective in this area.

#770

Dale E. Wilken

cc:
OSHD (D R Adams)
OSHD (D E Swan)

RECEIVED
STATE HWY ENGR
MAR 18 '83
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

RECEIVED
TECHNICAL SERVICES
MAR 21 '83
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

9653

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

March 1, 1983

In Reply Refer to File No.:
DES 16

Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, N.E.
Salem, OR 97310

Arterial Street Overlay Project #4
City of Portland
Multnomah County

#7701

One element of the subject project is the reconstruction of a section of N. Basin Ave. between the existing curbs. The proposal is to rebuild the roadway with new CTB and asphaltic concrete to match the States designed on the N. Basin/Going project.

The section is posted at 35 mph and it is the City's intention to flatten the existing curves as much as possible without purchasing new R/W. This will result in a safe speed of somewhat less than 35 mph.

The project will be an improvement over the existing both in structural strength and horizontial alignment and your approval of this exception is requested.

J. H. Versteeg
Road Design Engineer

By

Donald R. Adams, P.E.
Final Design Engineer

DRA/blm

bc: E. S. Hunter

RECEIVED
TECHNICAL SERVICES
MAR 7 '83
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	ect	File

STATE OF OREGON **INTEROFFICE MEMO**

TO: E. S. HUNTER
Asst. State Highway Engineer

DATE: February 18, 1983

FROM: EDWARD L. HARDT Edward L. Hardt
Metro Region Engineer

SUBJECT: ~~ARTERIAL STREET OVERLAY PROJECT NO. 4~~
N. Webster - N. Fathom (Basin Av.)

As one element of their Arterial Street Overlay program, the City of Portland proposes to reconstruct a section of N. Basin Avenue between the existing curbs. They propose to rebuild the roadway with a new CTB and asphalt concrete section. The roadway has structural deficiencies too severe for an overlay to correct. Attached is a copy of the City's February 2 letter requesting approval to modify certain AASHTO standards.

The City has realized that traffic could benefit from horizontally flattening four sharp curves within this roadway segment. By rebuilding the inside curb radii, they can substantially increase the effective roadway radius at a minimal cost. They have asked that ODOT approve and forward for construction a design that would rebuild these roadway curves to something less than the desirable AASHTO standards. To construct the new curb alignment to effectively increase the centerline radius to the AASHTO minimum for this roadway classification would require additional right-of-way or removal of the sidewalk. To quote from their letter, they "do not feel that we can justify such an action." We agree and recommend your approval of the City's request.

REFERRED TO
Watson ✓ Mann
Cole Stoudenmeyer
Eriksen King
Beard Dorn Leu
Return Discuss [✓ Do] File Due
By FINAL DESIGN ENGINEER

cp
Attachment
cc Jim McClure

RECEIVED
FEB 24 1983
ROAD DESIGN SECTION

Adams
Sullivan

Do Not File
Return To
Bring
Action

RECEIVED
TECHNICAL SERVICES
FEB 23 '83
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File
		☒				

81-125-1367

Contains Recycled Materials

CITY OF
PORTLAND, OREGON
DEPARTMENT OF PUBLIC WORKS

Mike Lindberg, Commissioner
Bureau of Street & Structural Engineering
1120 S.W. 5th Avenue, Room 802
Portland, Oregon 97204-1971
(503) 796-7004

February 2, 1983

RECEIVED
FEB 08 1983
LOG [illegible]

Edward Hardt
Administrator
ODOT-Metropolitan Region
9002 S.E. McLoughlin Boulevard
Milwaukie, Oregon 97222

Attention: Curt Duvall

Re: Reconstruction of N. Basin Avenue, N. Webster to N. Fathom Ave.

Dear Mr. Hardt,

Within the next week it is our intent to submit preliminary plans and specifications for the reconstruction of two streets collectively known as the 3-R N. Basin & SE Holgate project.

One of these streets is the partial reconstruction of N. Basin Avenue between N. Webster and N. Fathom Avenues on Swan Island and the other is the complete reconstruction of SE Holgate between SE 17th Avenue and SE Milwaukie Avenue.

I want to address the N. Basin project and request consideration of standards. This segment of N. Basin was built in the early 60's as part of the Swan Island Industrial area development and has been maintained by the City of Portland since that time. The existing street for the most part is 44 feet wide curb to curb although a short section (about 1100 L.F.) is 56 feet wide curb to curb and both are striped for 4 travel lanes throughout. The length of the entire project is about 6000 L.F. The posted speed is 35 mph and the traffic volumes range from about 9500 vpd at one end to nearly nothing (the street is a dead end) at the other end.

We propose to improve the street by doing the following:

- rebuild the roadway between existing curbs with a new CTB and asphalt section derived from the adjacent State-designed and built N. Basin/Going project.
- replace curbs as necessary.
- correct the drainage (the street is nearly flat) as needed by adding inlets and manholes.
- adding a continuous 5'-6' wide sidewalk on the east side of the project and a few shorter sections of 5'-6' wide sidewalk on the west side to link outbound transit stops to adjacent businesses.

February 2, 1983

Edward Hardt
Administrator
ODOT-Metropolitan Region

- reconstruct two railroad lead track crossings with precast concrete panels.

- realign (flatten) horizontally four sharp curves by rebuilding the inside curb radius.

What I wish to call to your attention and request that ODOT allow us to do is to realign the curves but yet not meet adopted desirable standards. The existing center line radii vary from 175 feet to 200 feet (see enclosed plans). It is our intent to effectively increase the center line radius of these curves by increasing the inside curb radius as much as possible within the existing right of way and yet leave room for a 6-foot wide sidewalk. This would also widen the roadway through the curves. Thus, two 200' center line radii would become about 330' center line radii, one 175' center line radius would become a 300' center line radius and a fourth curve at 175' center line radius would become variable (255'-309') center line radius.

We feel that these realigned curves will be a definite improvement over the existing alignment even though they do not meet the recommended minimum for a collector (about 400'). To enlarge the radii beyond what we have shown would require either the elimination of the sidewalk or the taking of expensive developed industrial land. In this case, we do not feel that we can justify such an action.

We appreciate your consideration of this matter and if you or your staff have any questions, they should be addressed to David Hill at 796-7156, or Brett Kesterson at 796-7163.

Sincerely,

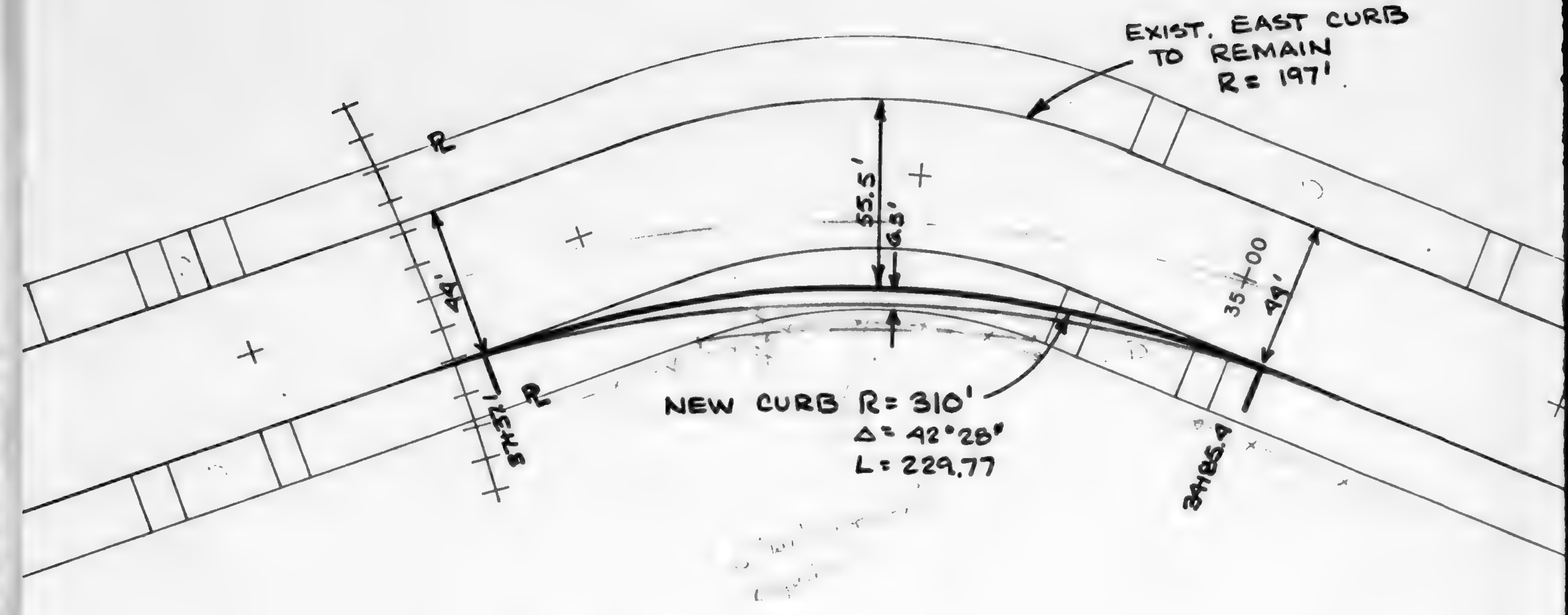
Richard O. Schmidt

R. O. Schmidt, P.E.
Highway Coordinator
Bureau of Street & Structural Engineering

ROS:LDH:jw

Enclosure

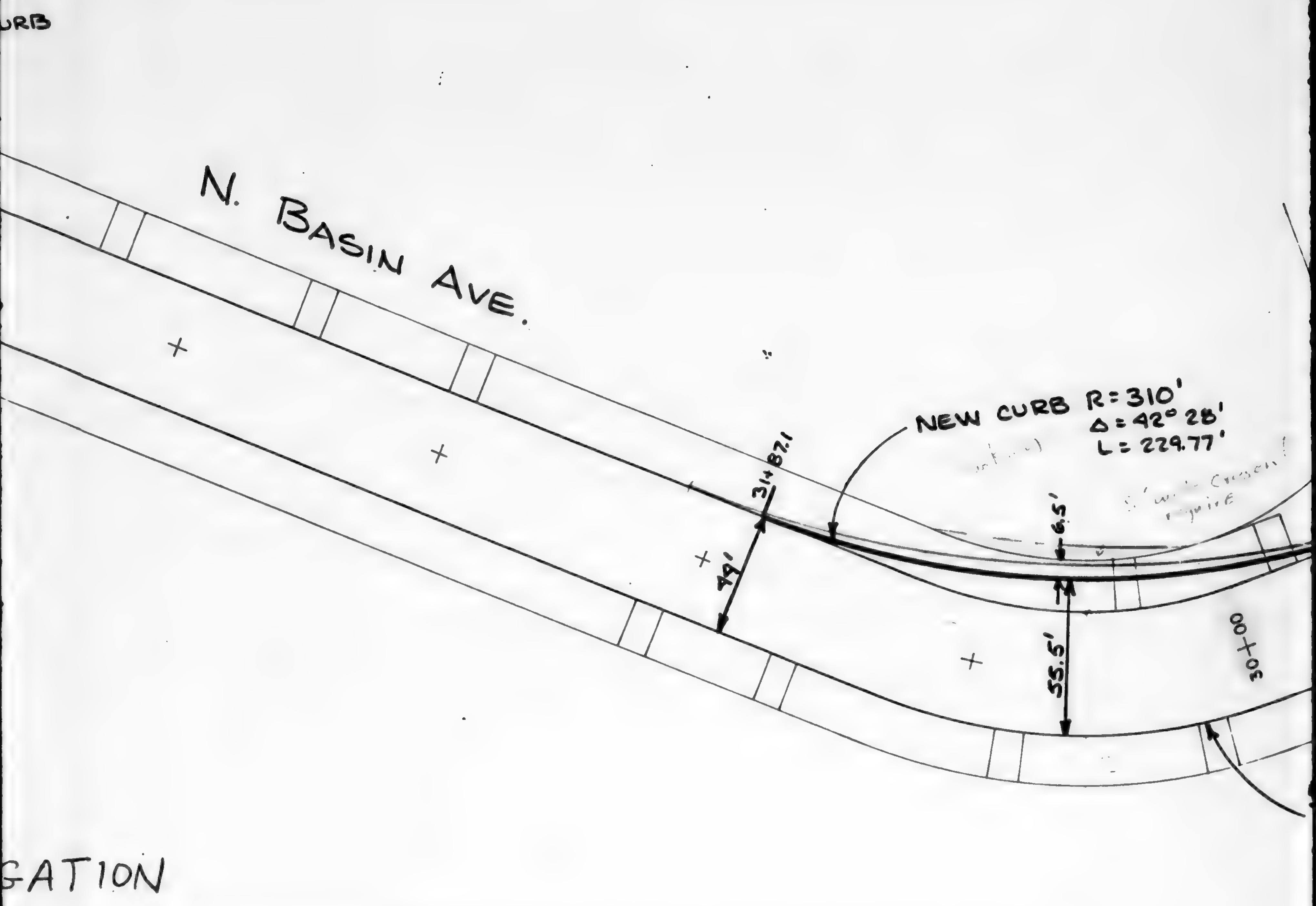
cc: David Hill
Brett Kesterson


EXIST. EAST CURB
TO REMAIN
R= 197'
℄
55.5'
6.5'
44'
49'
35+00
℄
37+15.2'
NEW CURB R= 310'
Δ= 42°28'
L= 229.77
34+85.4

INVESTIGATION

	DESIGNED BY	DATE APPROVED	CITY OF PORTLAND, OREGON 1851
	DRAWN BY	DIV. ENGINEER	
BY BY	CHECKED BY	RESOLUTION Nº	
	FILE Nº	UNDERGROUND	

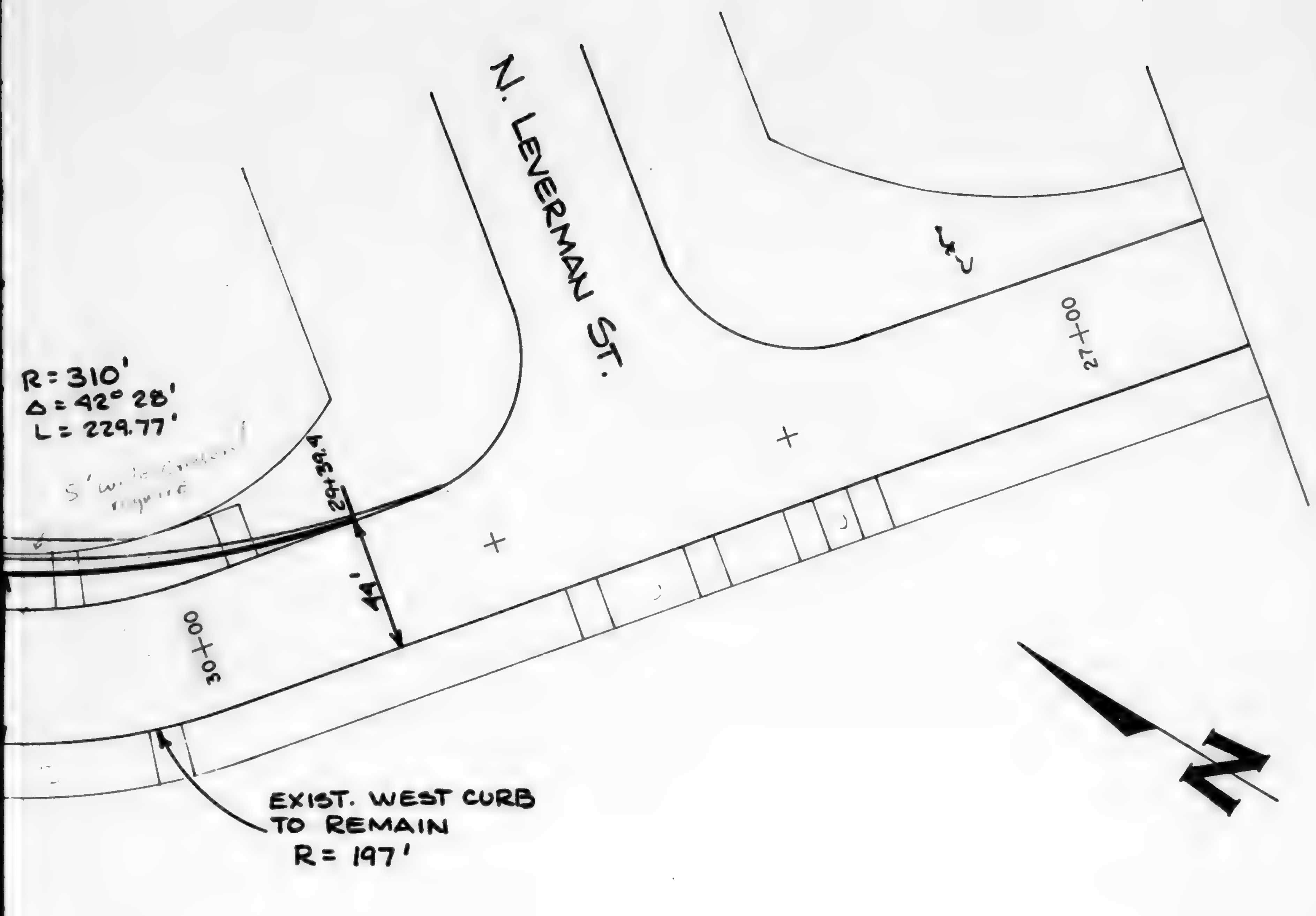
1


URB
N. BASIN AVE.
NEW CURB R=310'
Δ=42° 28'
L=229.77'
31+87.1
49'
6.5'
55.5'
30+00
GATION

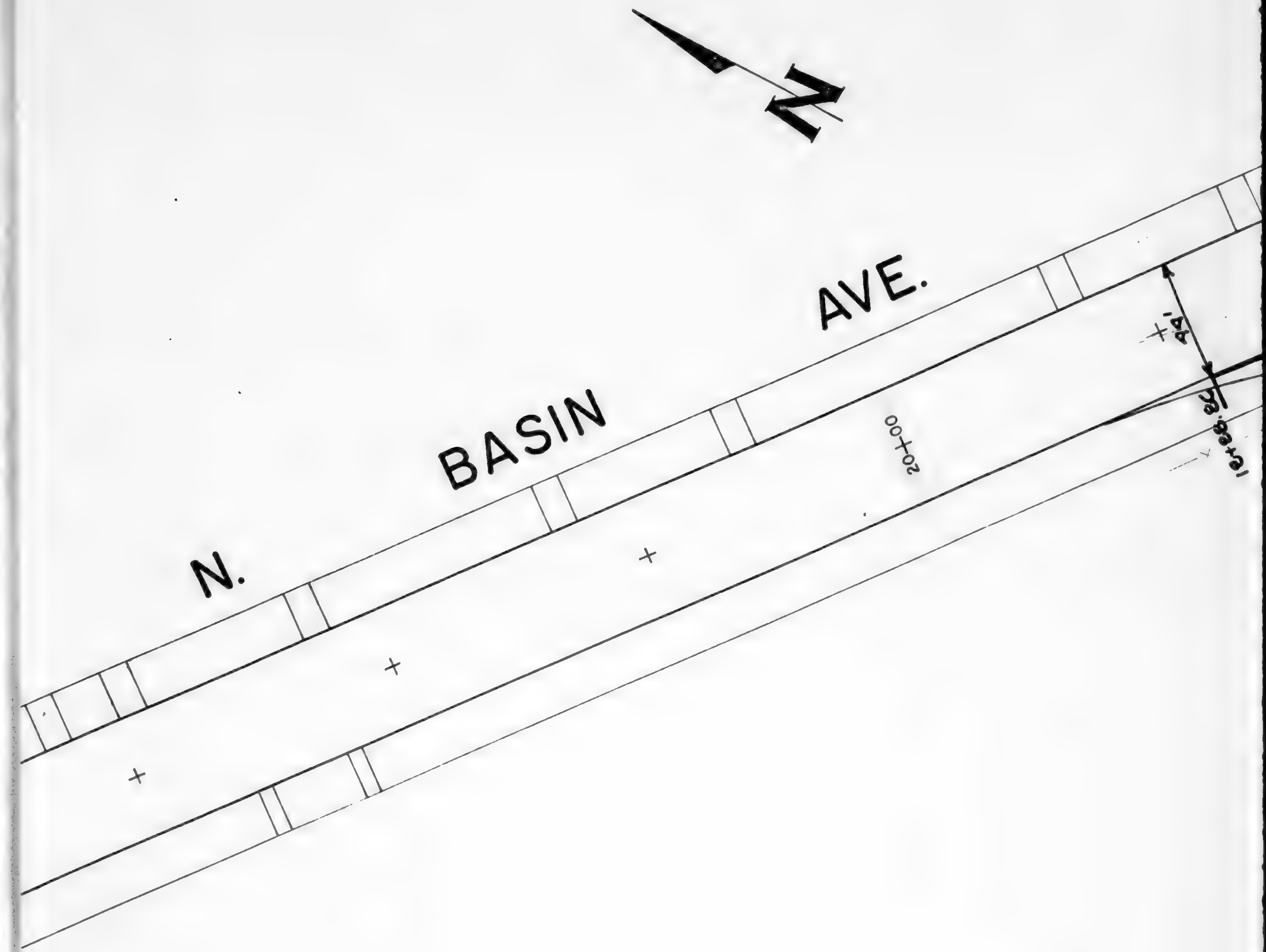
CITY OF PORTLAND, OREGON

DEPARTMENT OF PUBLIC WORKS

MIKE LINDBERG COMMISSIONER
JOHN LANG, P.E. CITY ENGINEER


N. LEVERMAN ST.
R = 310'
Δ = 42° 28'
L = 229.77'
5' wide [illegible]
required
29+39.4
44'
30+00
27+00
EXIST. WEST CURB
TO REMAIN
R = 197'
N

		1/4 SECTION
		JOB Nº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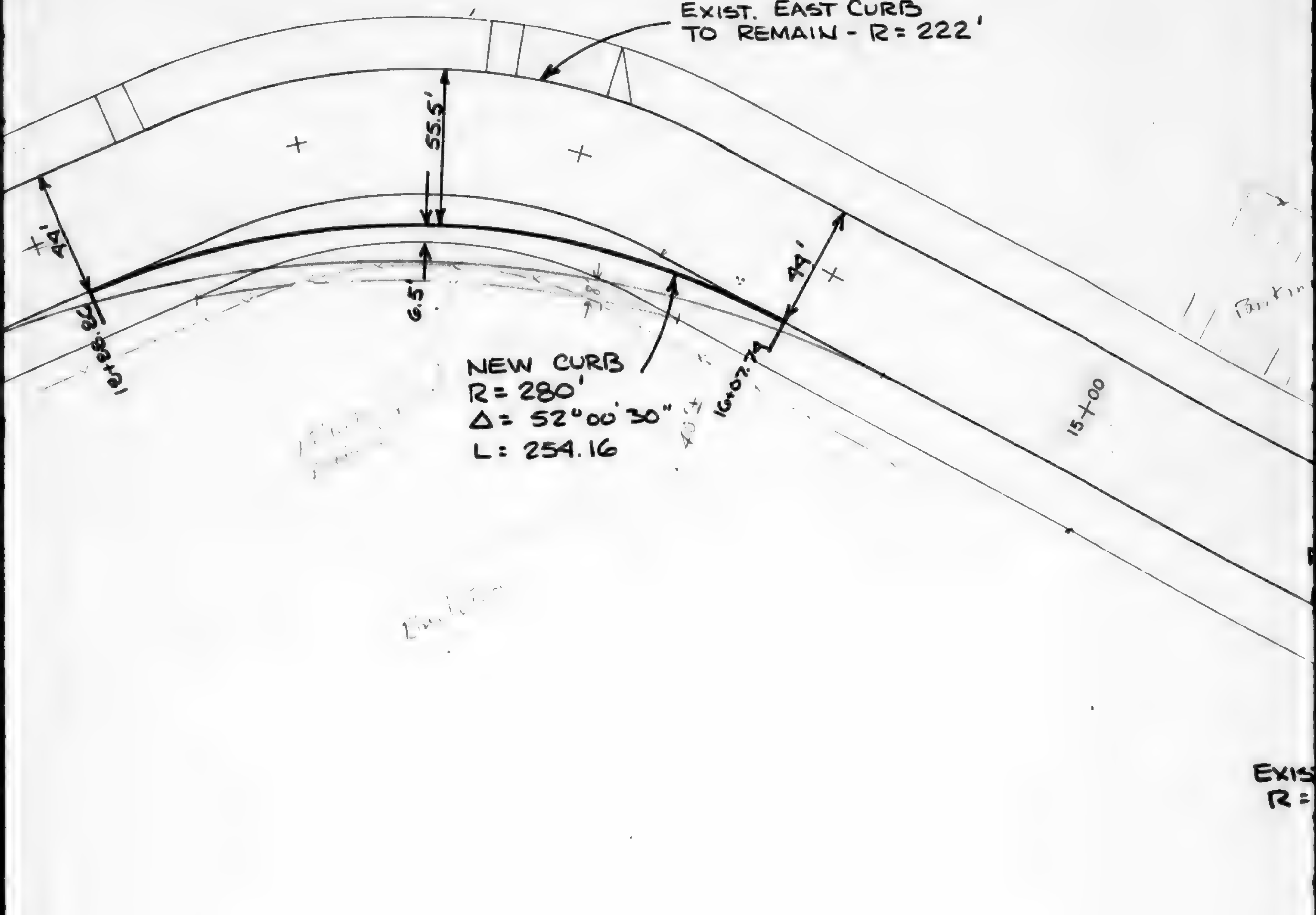
N. BASIN AVE.
20+00
44'
12+88.86

INVESTIGATION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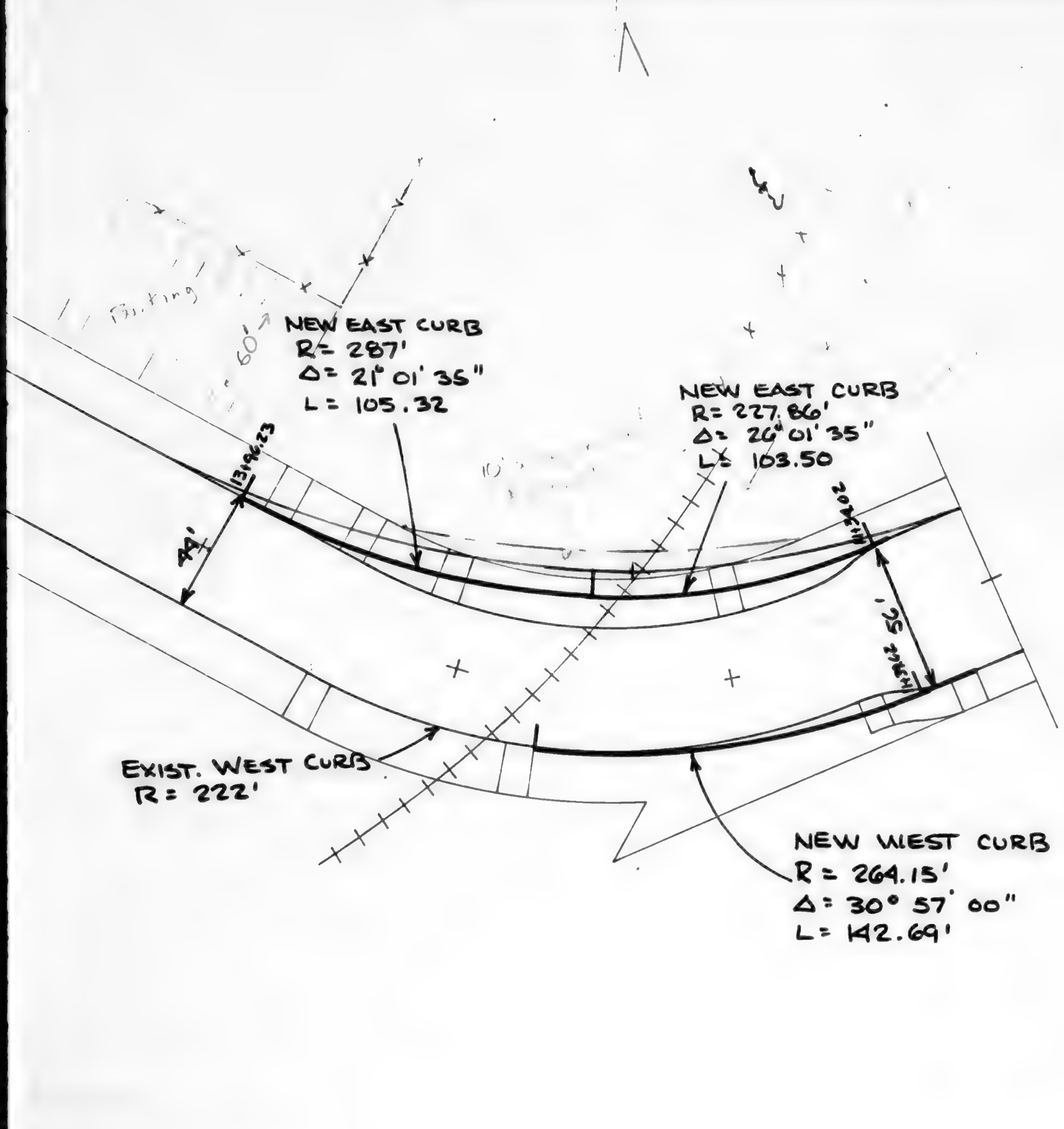
TO REMAIN - R= 222'
55.5'
44'
44'
6.5'
18+88.86
16+07.7
NEW CURB
R= 280'
Δ= 52°00'30"
L: 254.16
15+00
EXIS
R=

TION

				SHEET No.
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON		1983	*See Index*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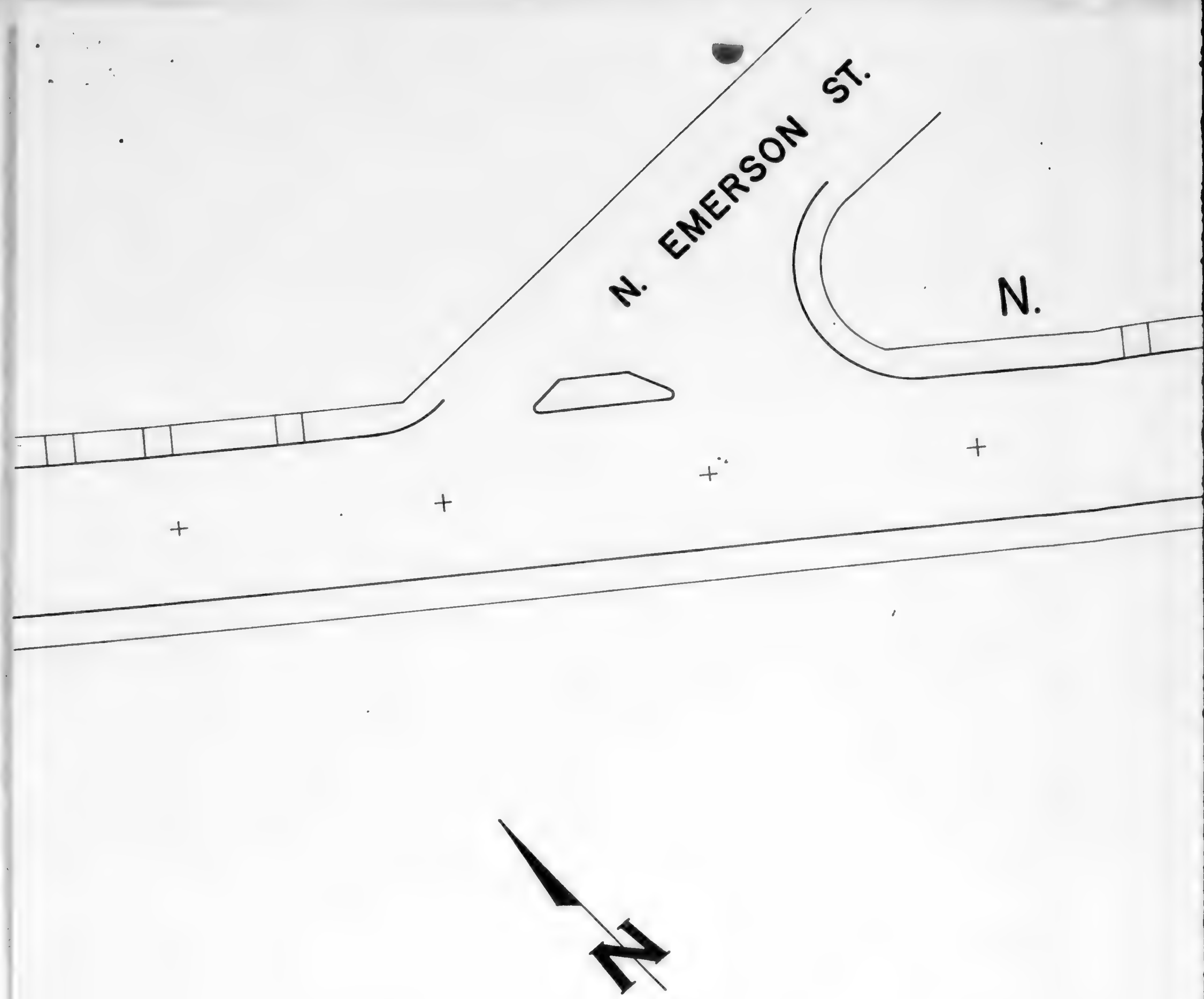
60'
NEW EAST CURB
R= 287'
Δ= 21° 01' 35"
L= 105.32
NEW EAST CURB
R= 227.86'
Δ= 26° 01' 35"
L= 103.50
10'
13+96.23
14+34.02
44'
56'
14+42
EXIST. WEST CURB
R= 222'
NEW WEST CURB
R= 264.15'
Δ= 30° 57' 00"
L= 142.69'



INVESTIGA

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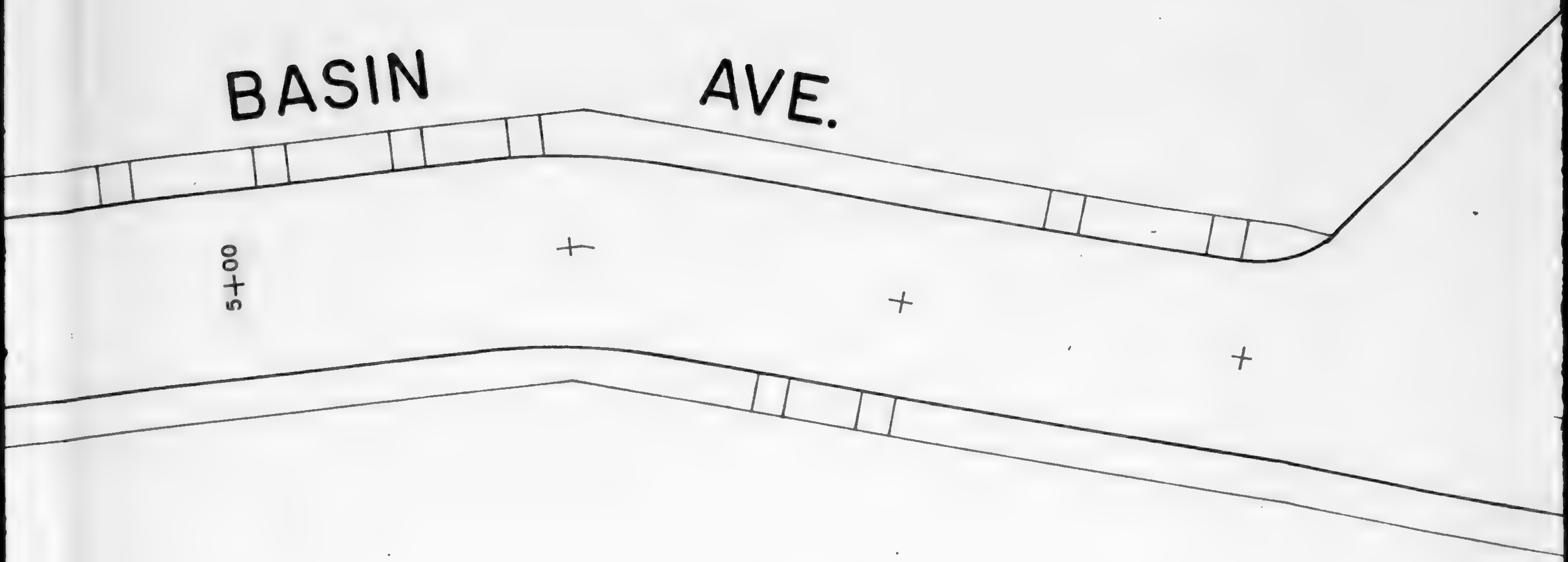
DESIGNED BY	DATE APPROVED
DRAWN BY	DIV. ENGINEER
CHECKED BY	RESOLUTION Nº
FILE Nº	UNDERGROUND

CITY OF PORTLAND, OREGON.

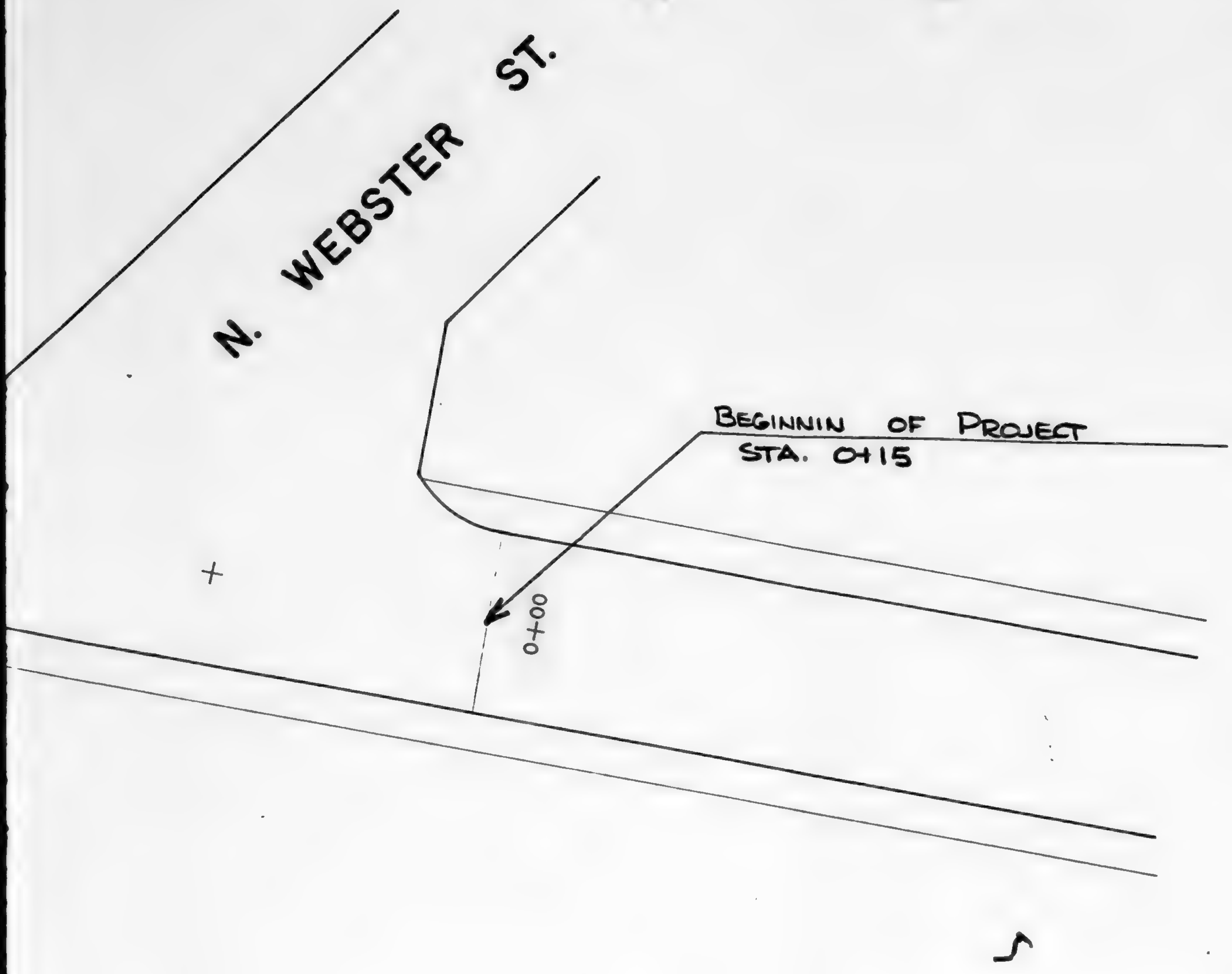


VESTIGATION

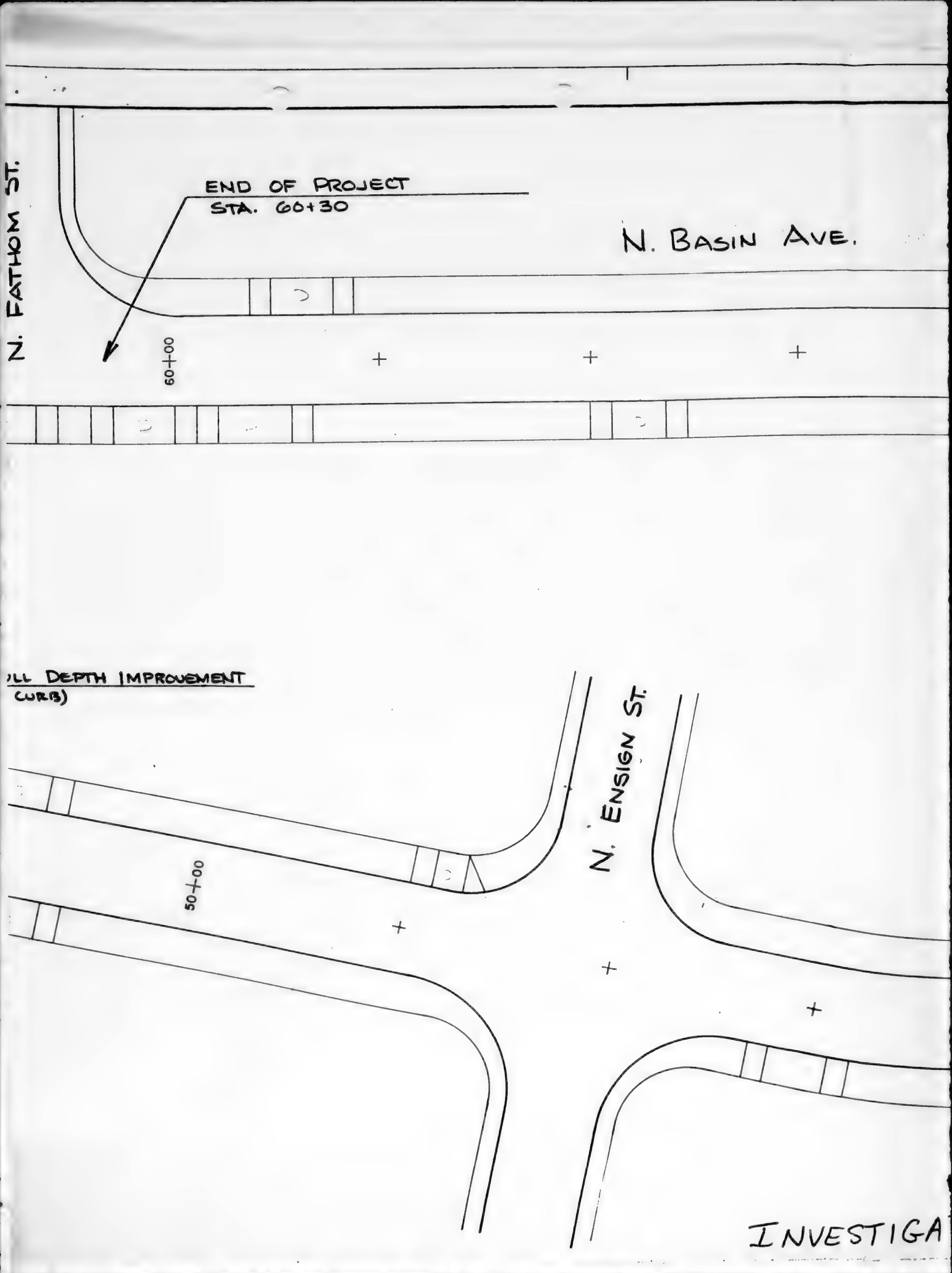
CITY OF PORTLAND, OREGON

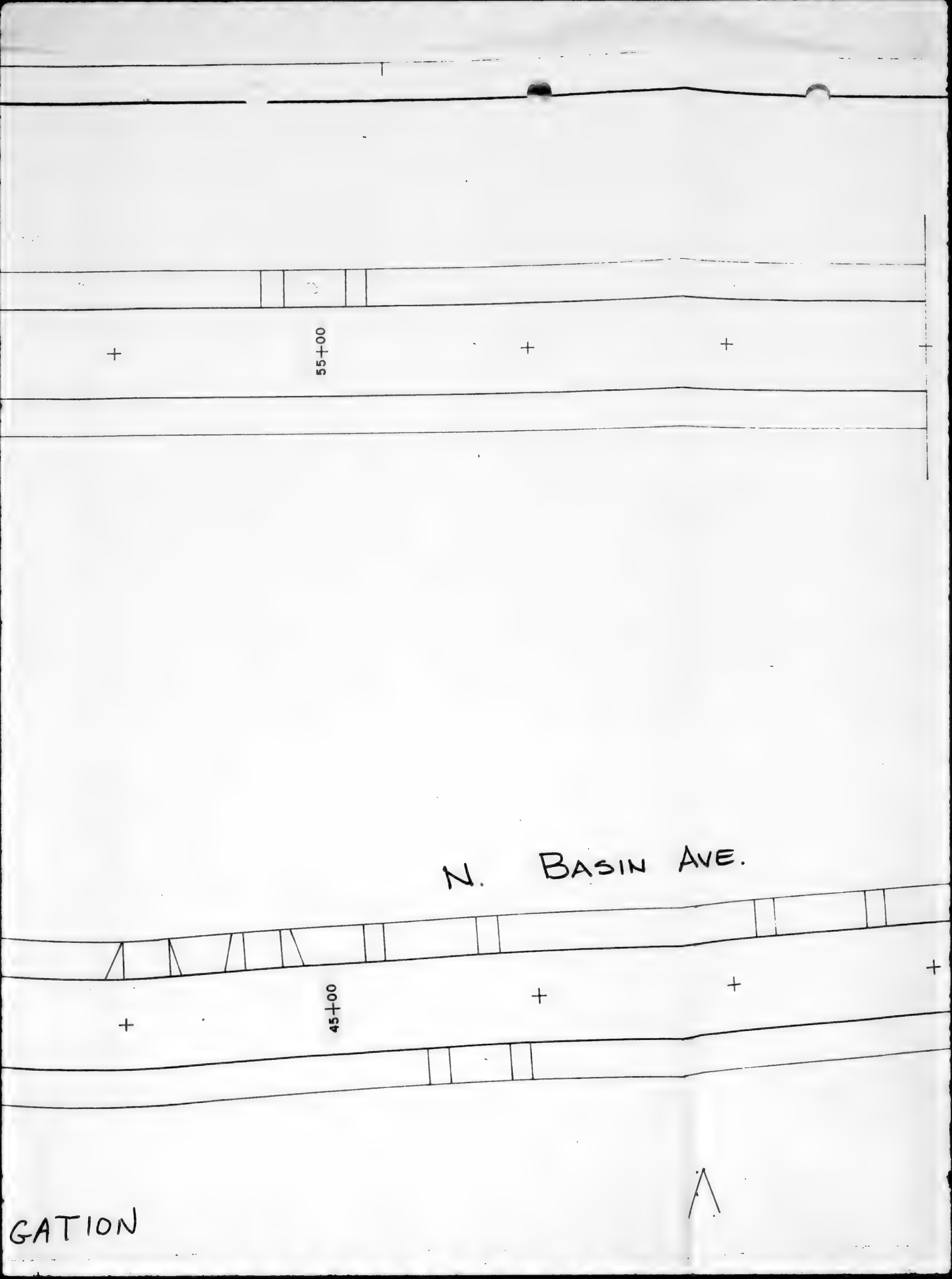
DEPARTMENT OF PUBLIC WORKS

MIKE LINDBERG COMMISSIONER
JOHN LANG, P.E. CITY ENGINEER


N. WEBSTER ST.
BEGINNIN OF PROJECT
STA. 0+15
0+00

		1/4 SECTION
		JOB Nº


N. FATHOM ST.
END OF PROJECT
STA. 60+30
N. BASIN AVE.
60+00
LL DEPTH IMPROVEMENT
CURB)
N. ENSIGN ST.
50+00
INVESTIGA


55+00
N. BASIN AVE.
45+00
GATION

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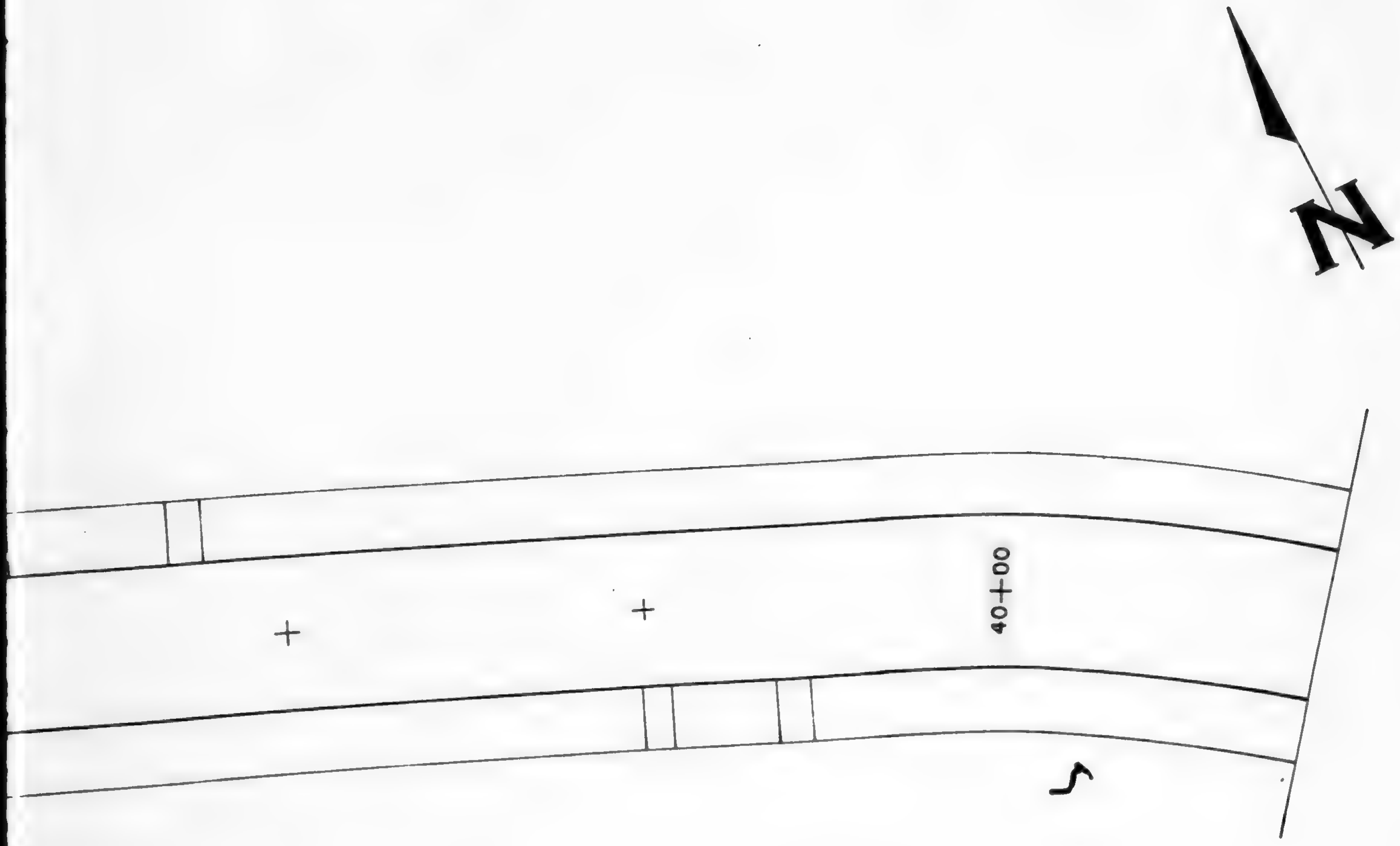
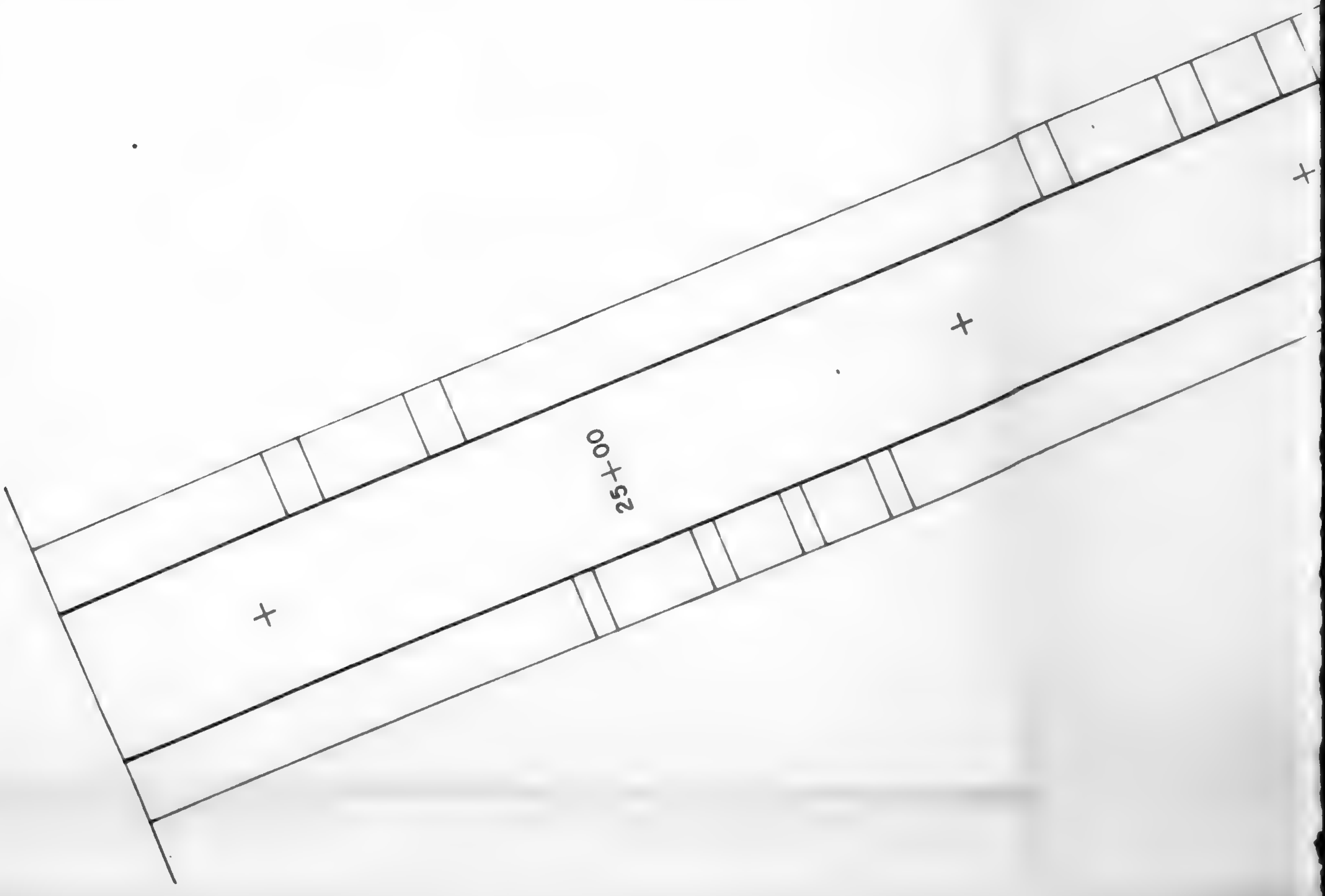
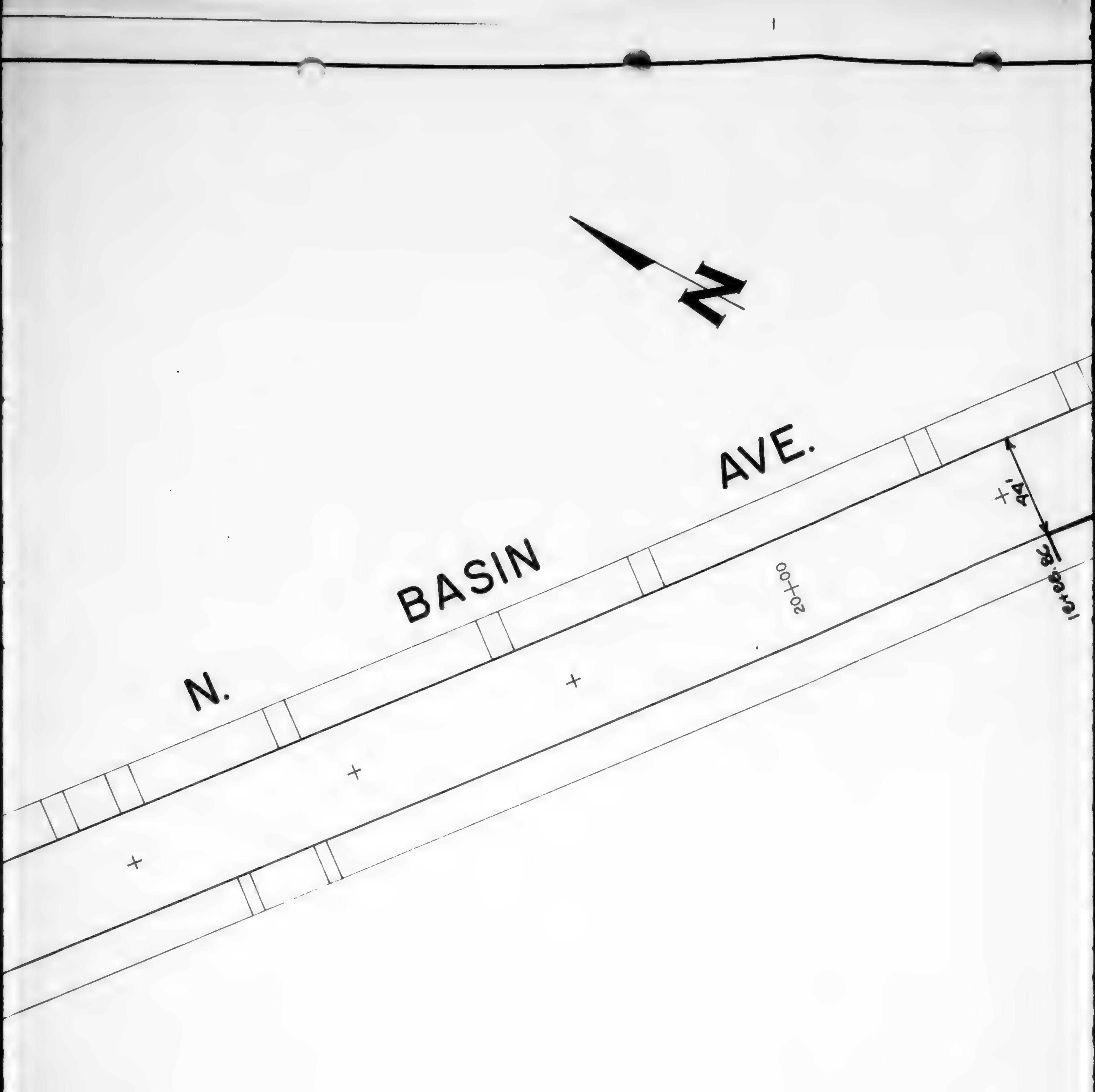
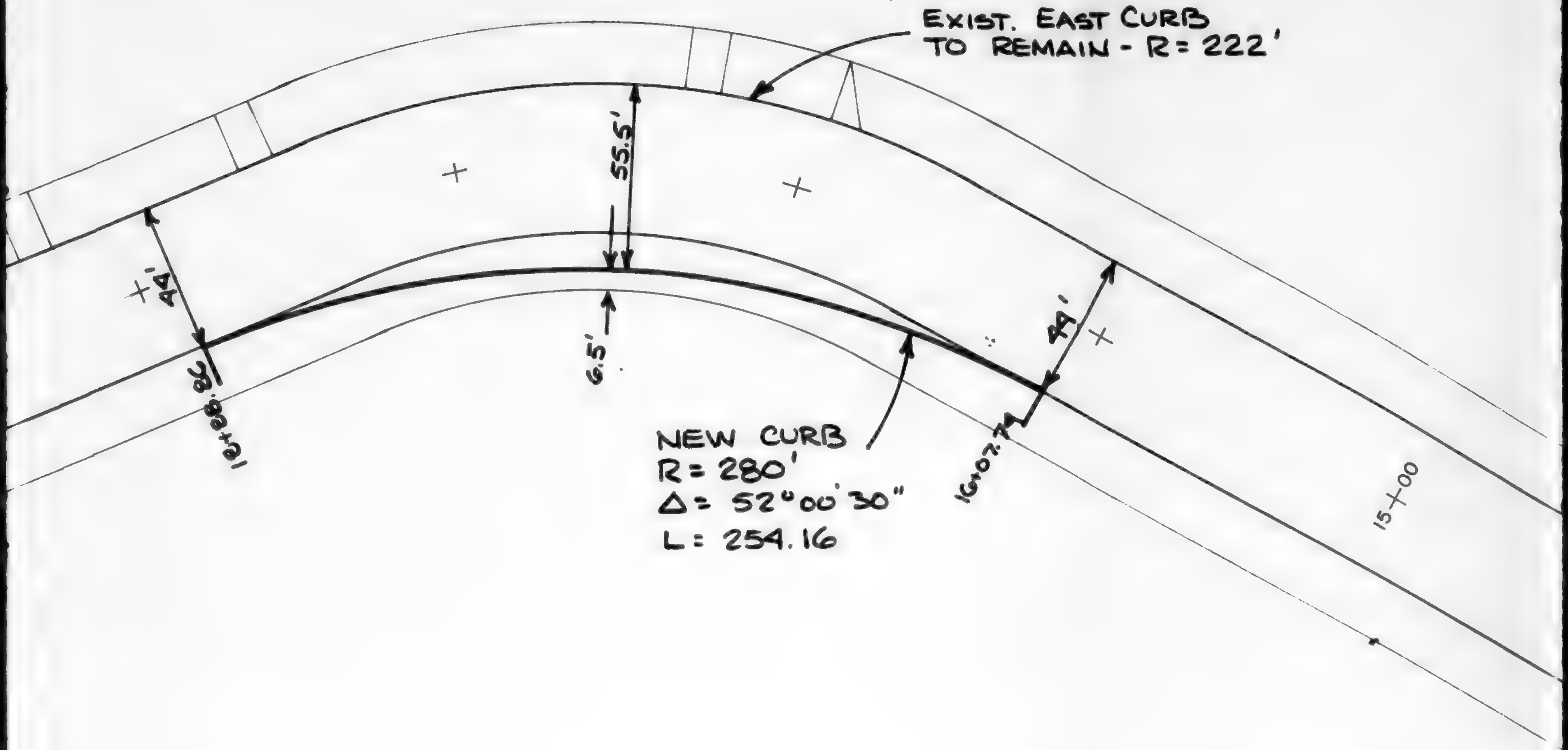
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON		1983	*See Index*




25+00


N
N. BASIN AVE.
44'
20+00
18+88.8C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TO REMAIN - R = 222'
55.5'
44'
6.5'
44'
18+88.86
16+07.7
NEW CURB
R = 280'
Δ = 52°00'30"
L = 254.16
15+00

				SHEET No.
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
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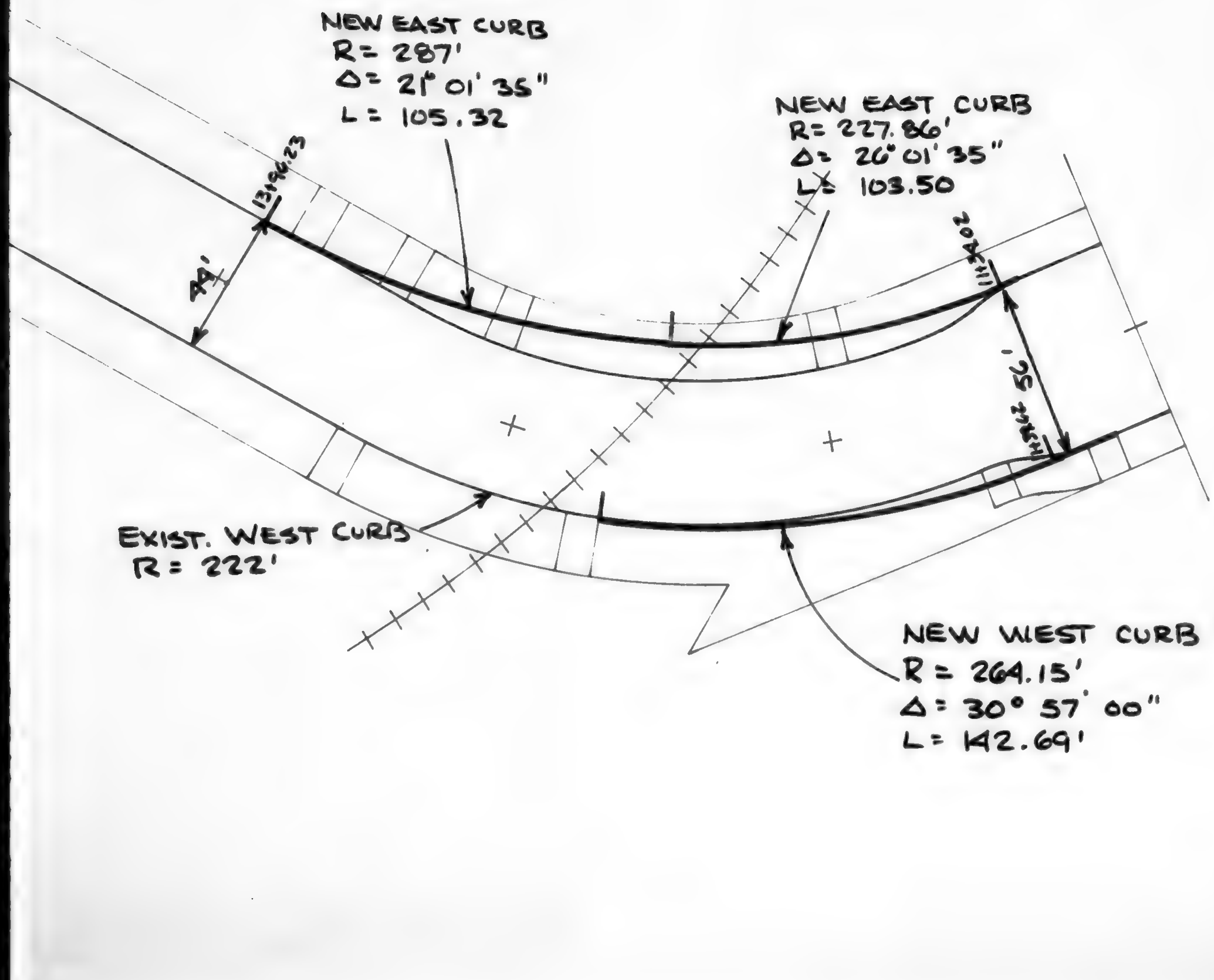
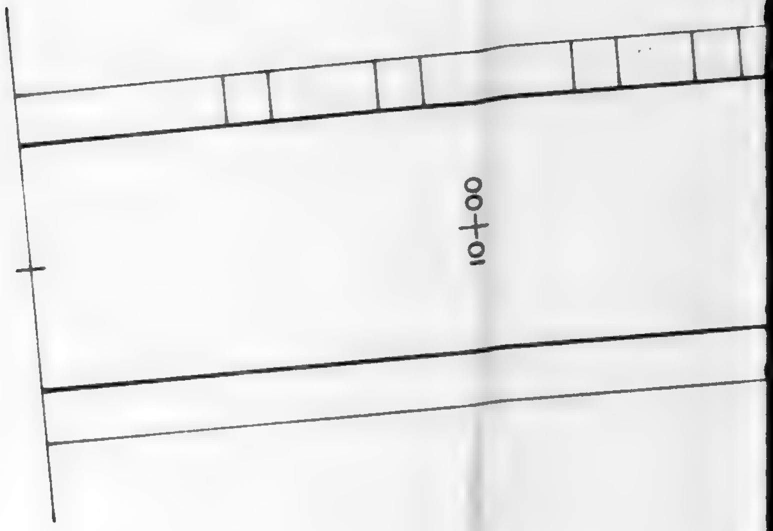

NEW EAST CURB
R= 287'
Δ= 21° 01' 35"
L= 105.32
NEW EAST CURB
R= 227.86'
Δ= 26° 01' 35"
L= 103.50
13+96.23
11+94.02
44'
56'
11+75.62
EXIST. WEST CURB
R= 222'
NEW WEST CURB
R = 264.15'
Δ = 30° 57' 00"
L= 142.69'



NO	DATE	DESCRIPTION	APPD.

REVISION

CONSTRUCTED BY ______
PROJECT COMPLETED ______
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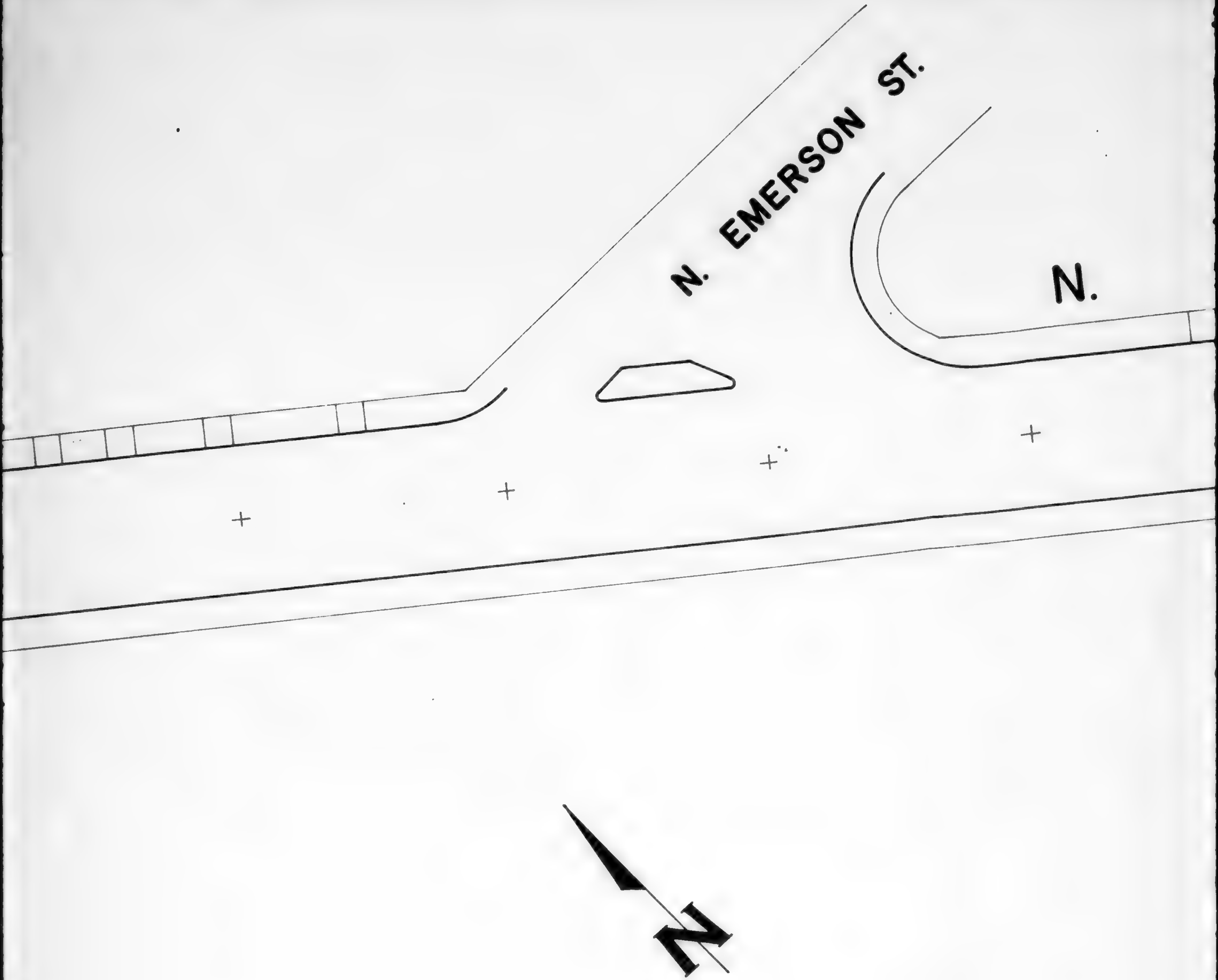
DATA ENTERED ON 1/4 SEC. MAP BY ______ CHECKED BY ______
DATA ENTERED ON DIST. MAP BY ______ CHECKED BY ______

FINAL MAP DATA



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CHECKED BY

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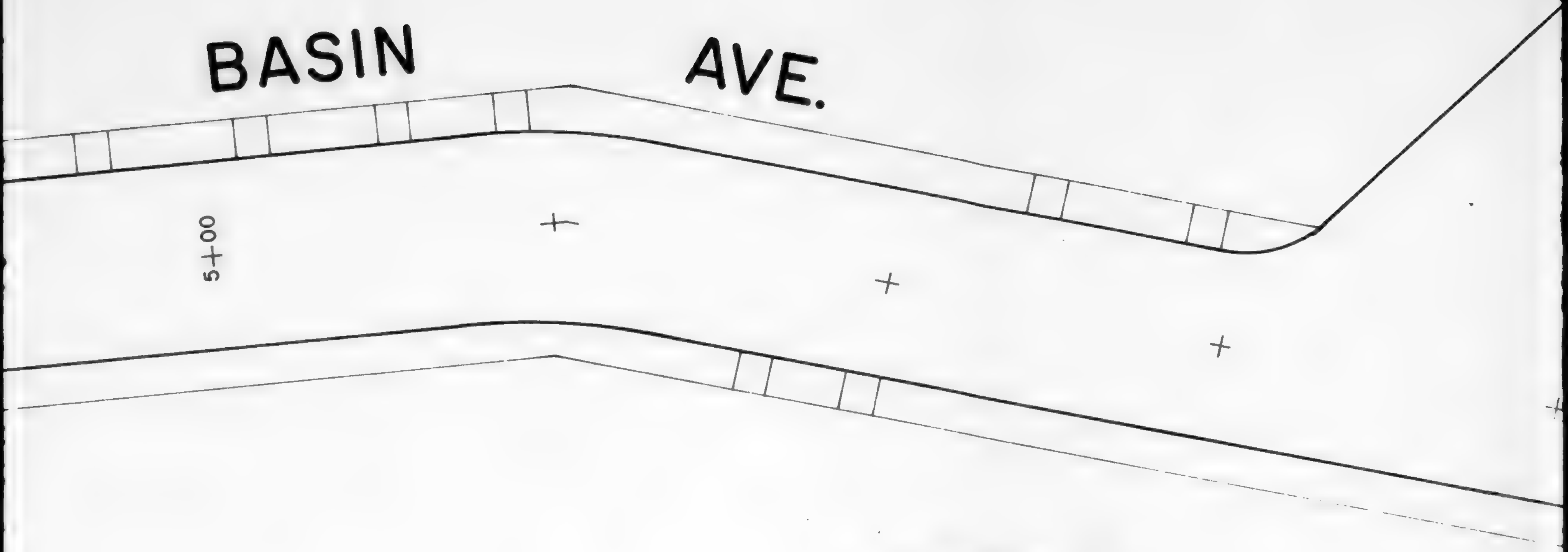
DRAWN BY	DIV. ENGINEER
CHECKED BY	RESOLUTION Nº
FILE Nº	UNDERGROUND

CITY OF PORTLAND OREGON

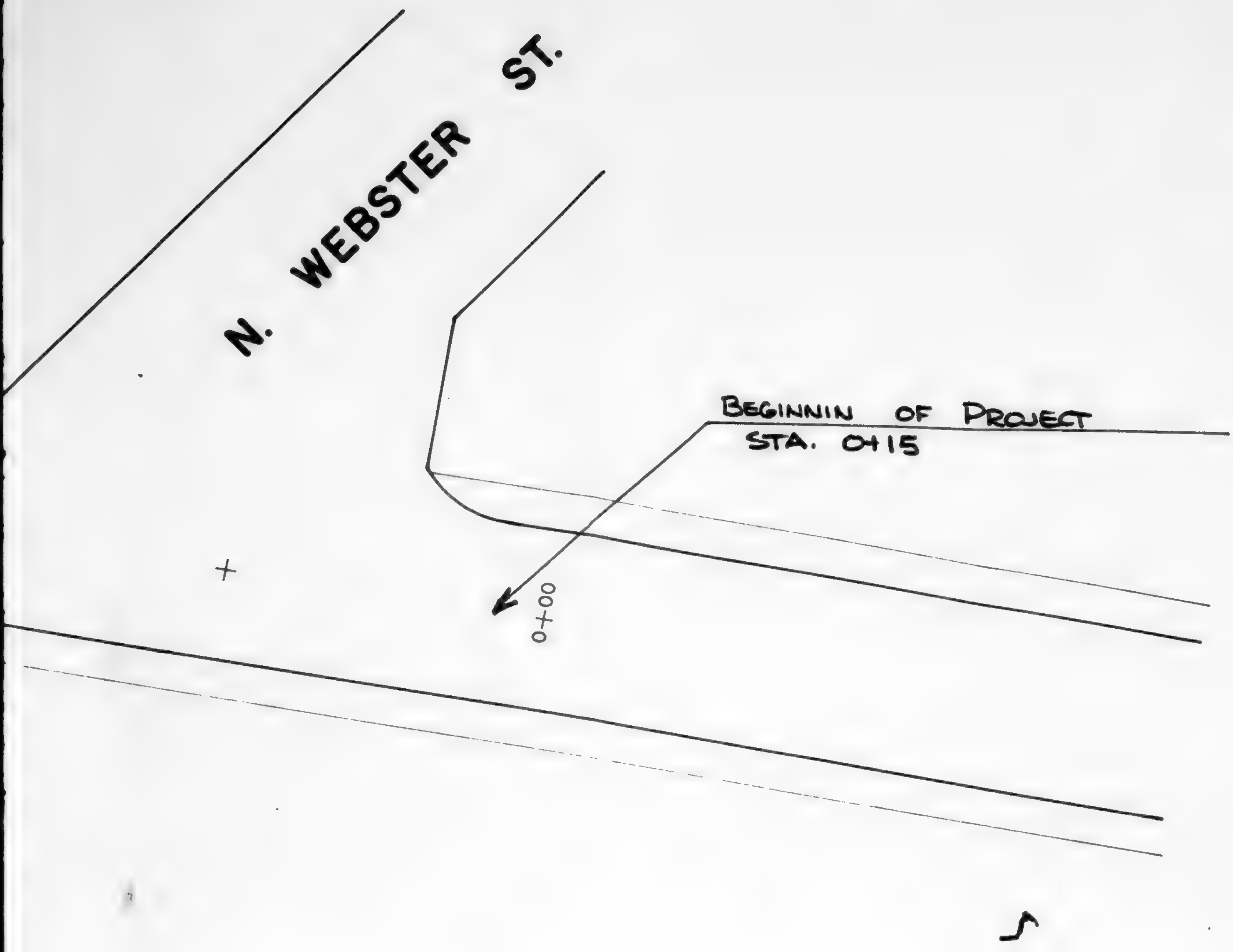
1851


BASIN AVE.
5+00

CITY OF PORTLAND, OREGON

DEPARTMENT OF PUBLIC WORKS

MIKE LINDBERG COMMISSIONER
JOHN LANG, P.E. CITY ENGINEER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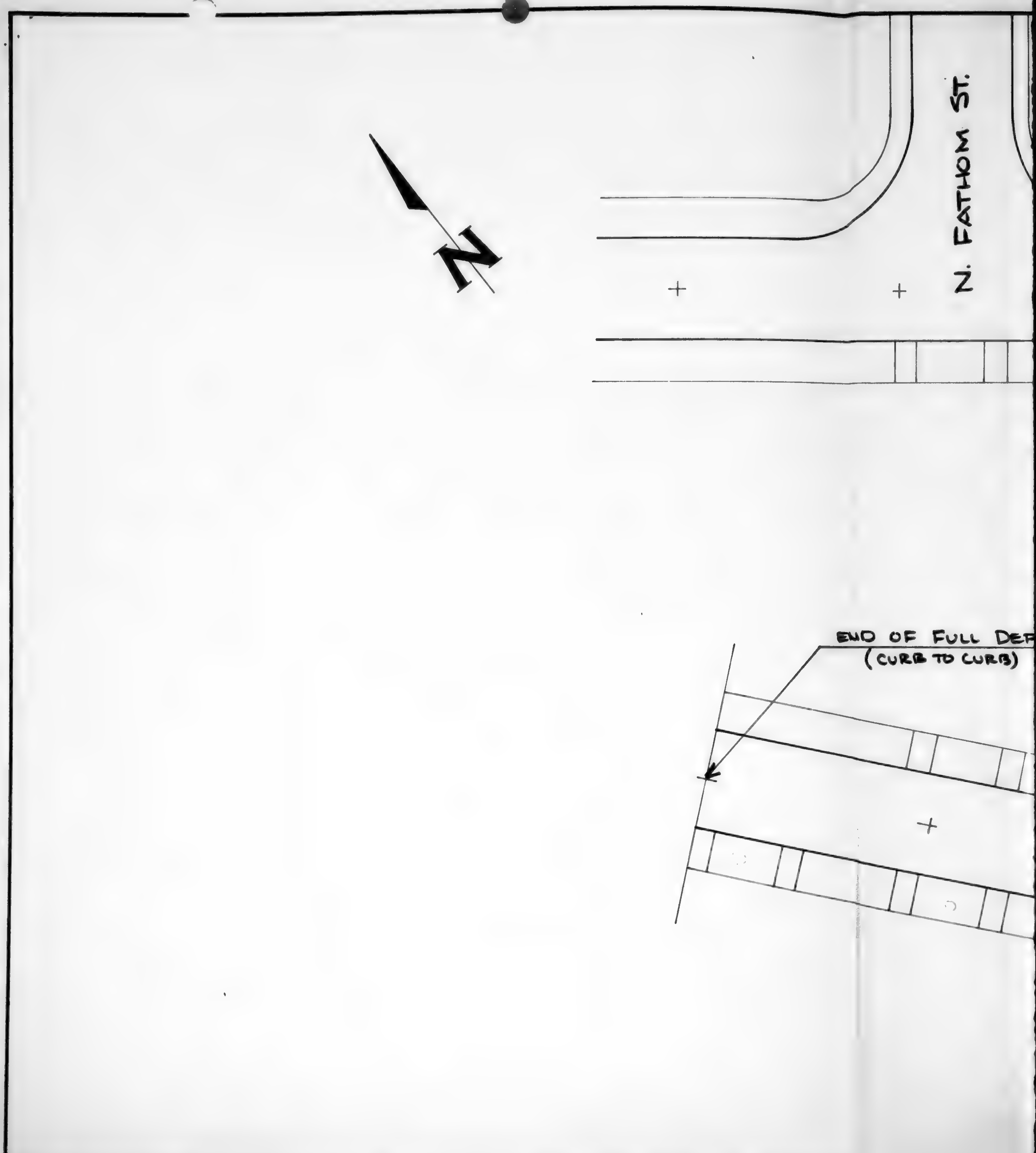
STA. 0+15
0+00

1/4 SECTION

JOB Nº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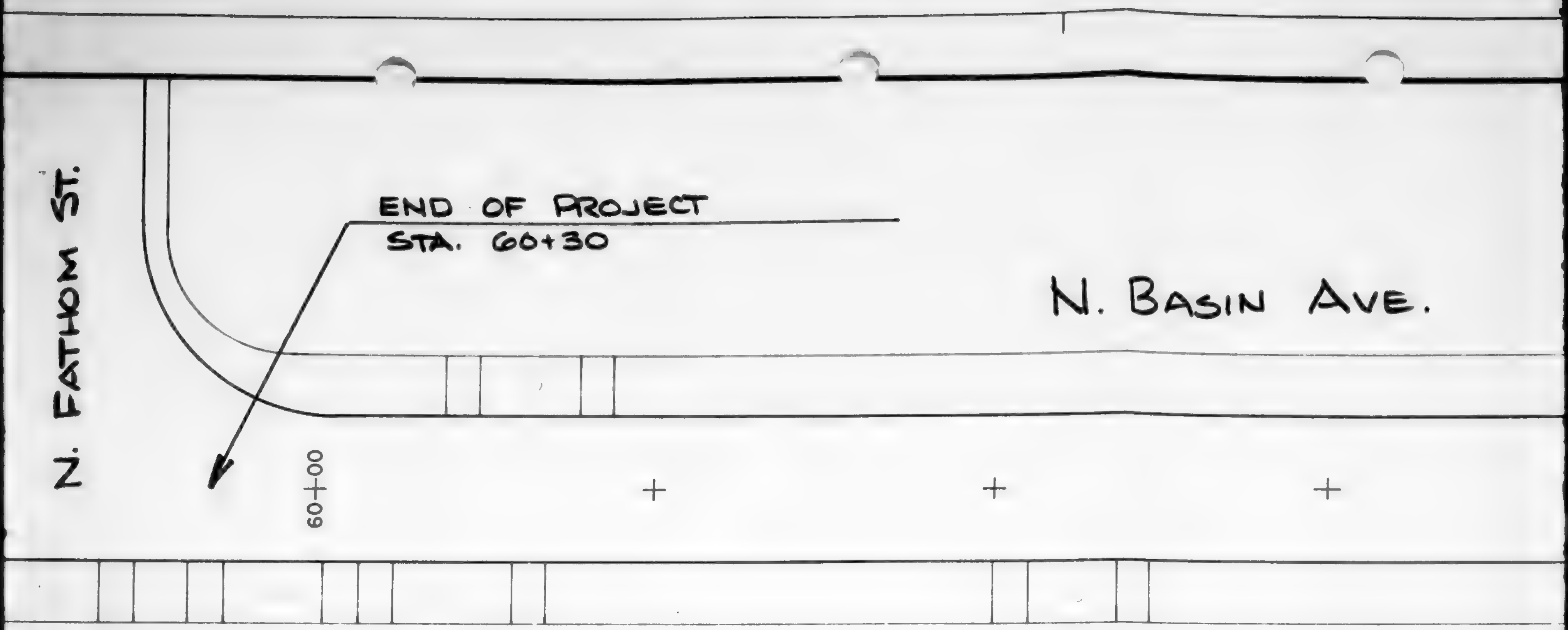
(CURB TO CURB)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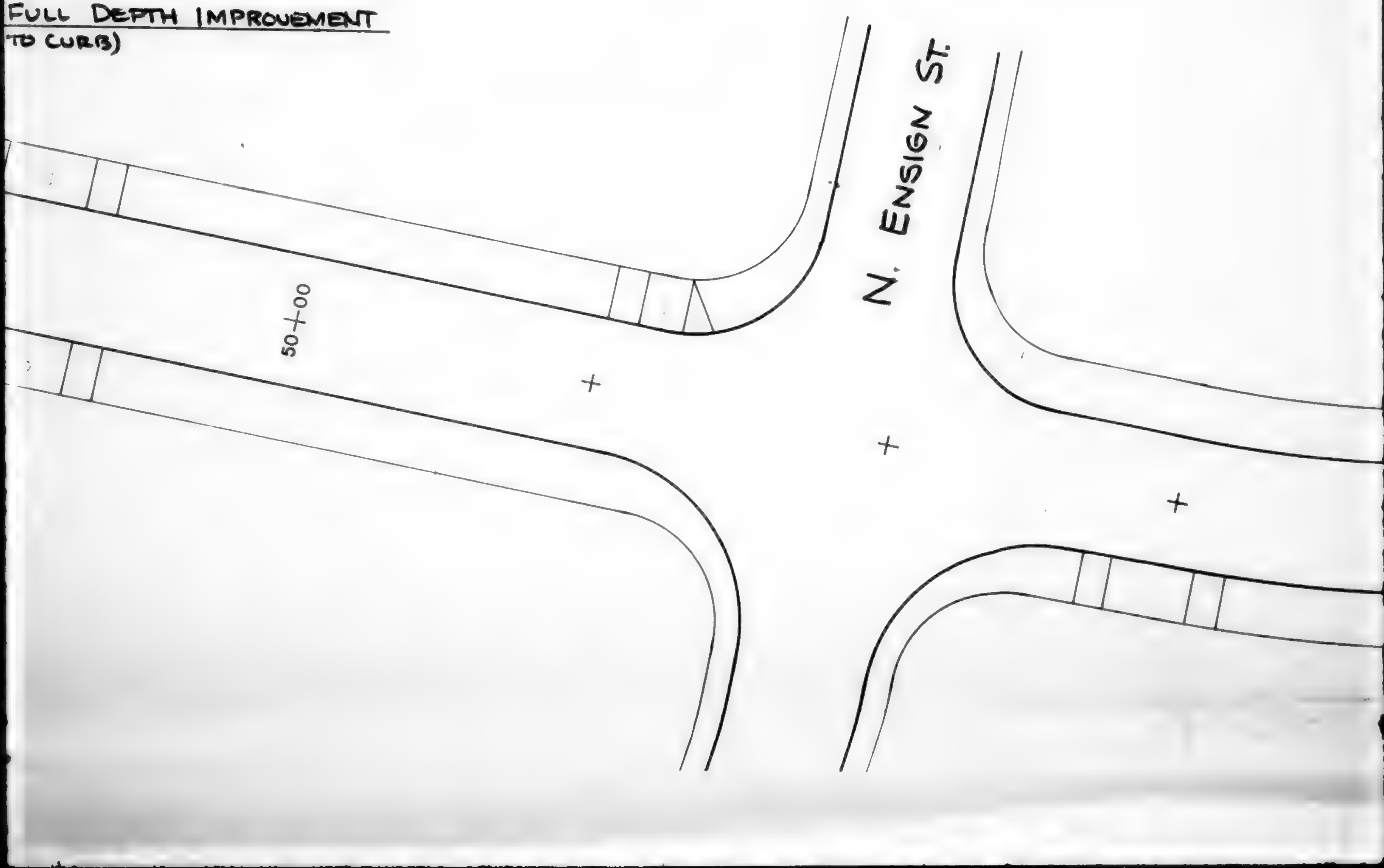
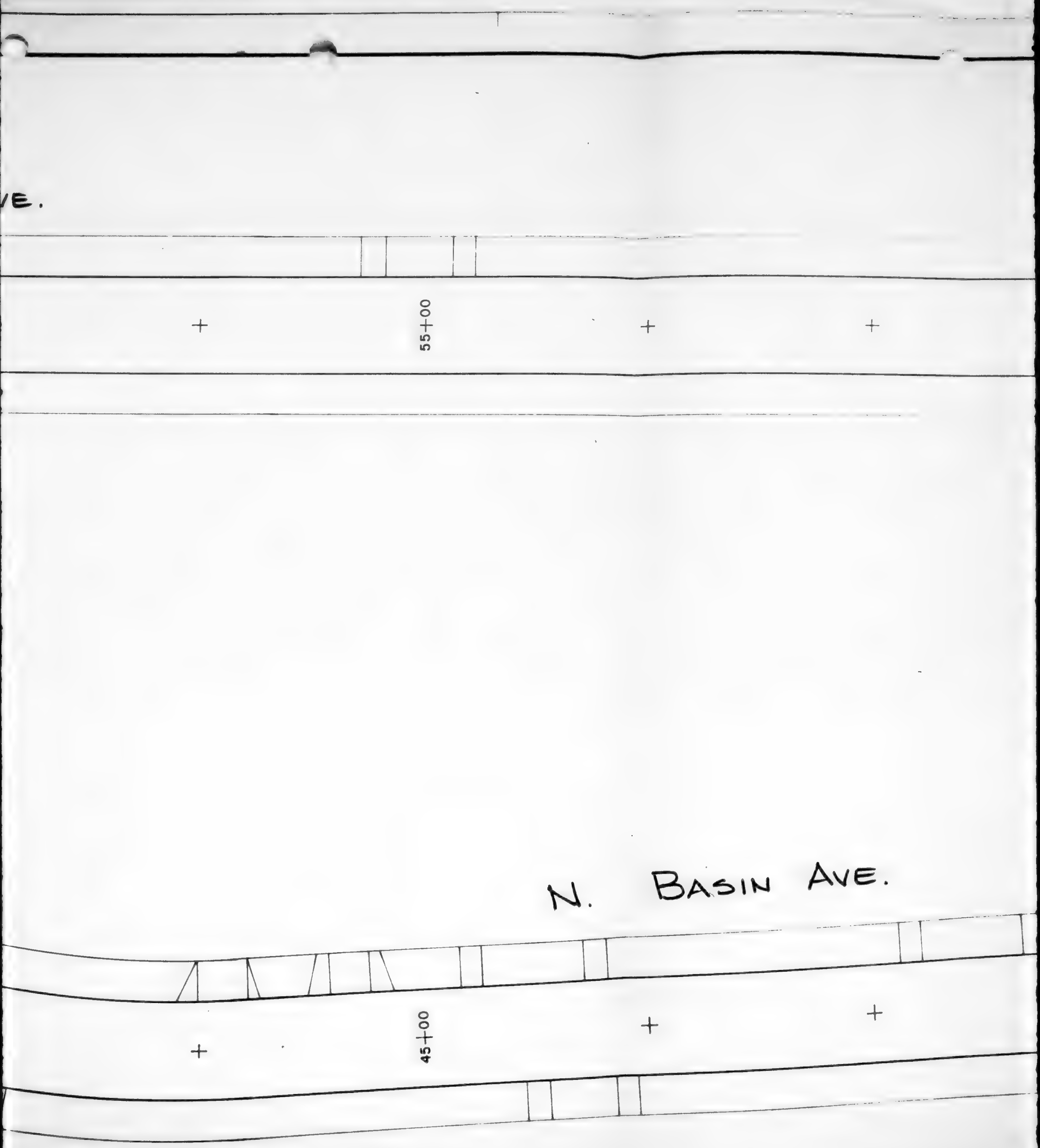
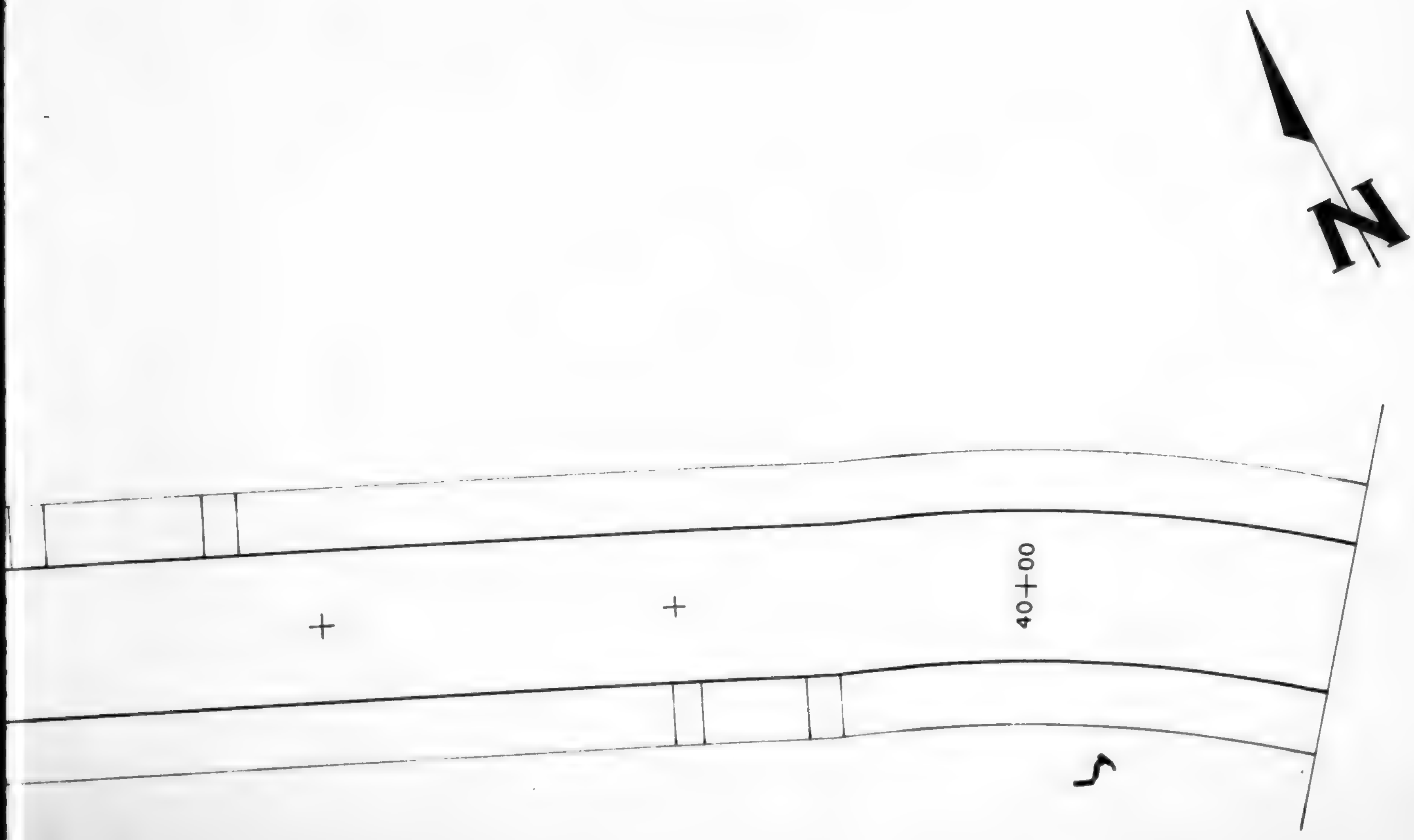
END OF PROJECT
STA. 60+30
N. BASIN AVE.
60+00


FULL DEPTH IMPROVEMENT
TO CURB)
N. ENSIGN ST.
50+00


VE.
55+00
N. BASIN AVE.
45+00

				SHEET No.
FED ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON		1983	*See Index*



Nº	DATE	DESCRIPTION	APPD.

REVISION

CONSTRUCTED BY ______

PROJECT COMPLETED ______

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DATA ENTERED ON DIST. MAP BY ______ CHECKED BY ______

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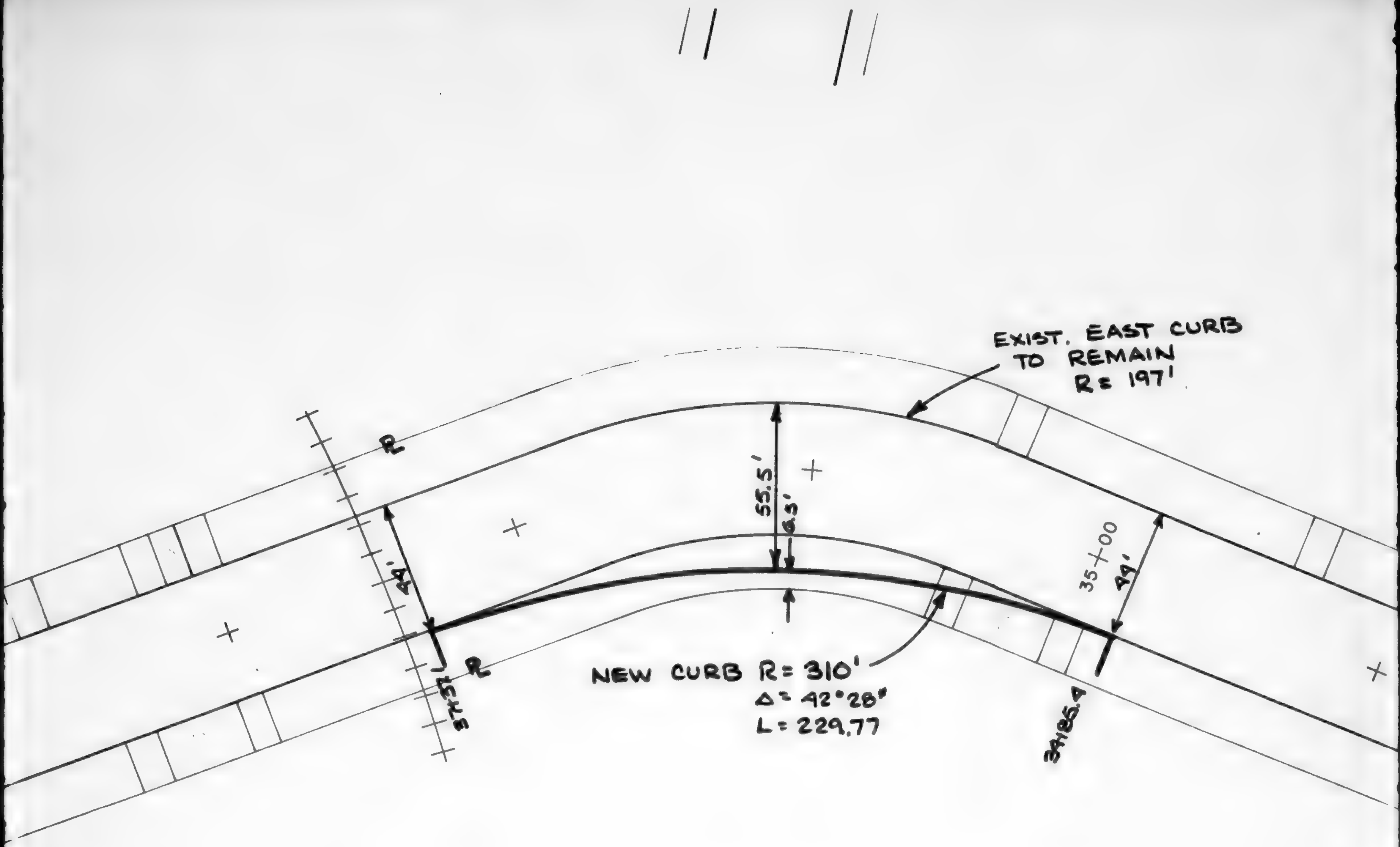
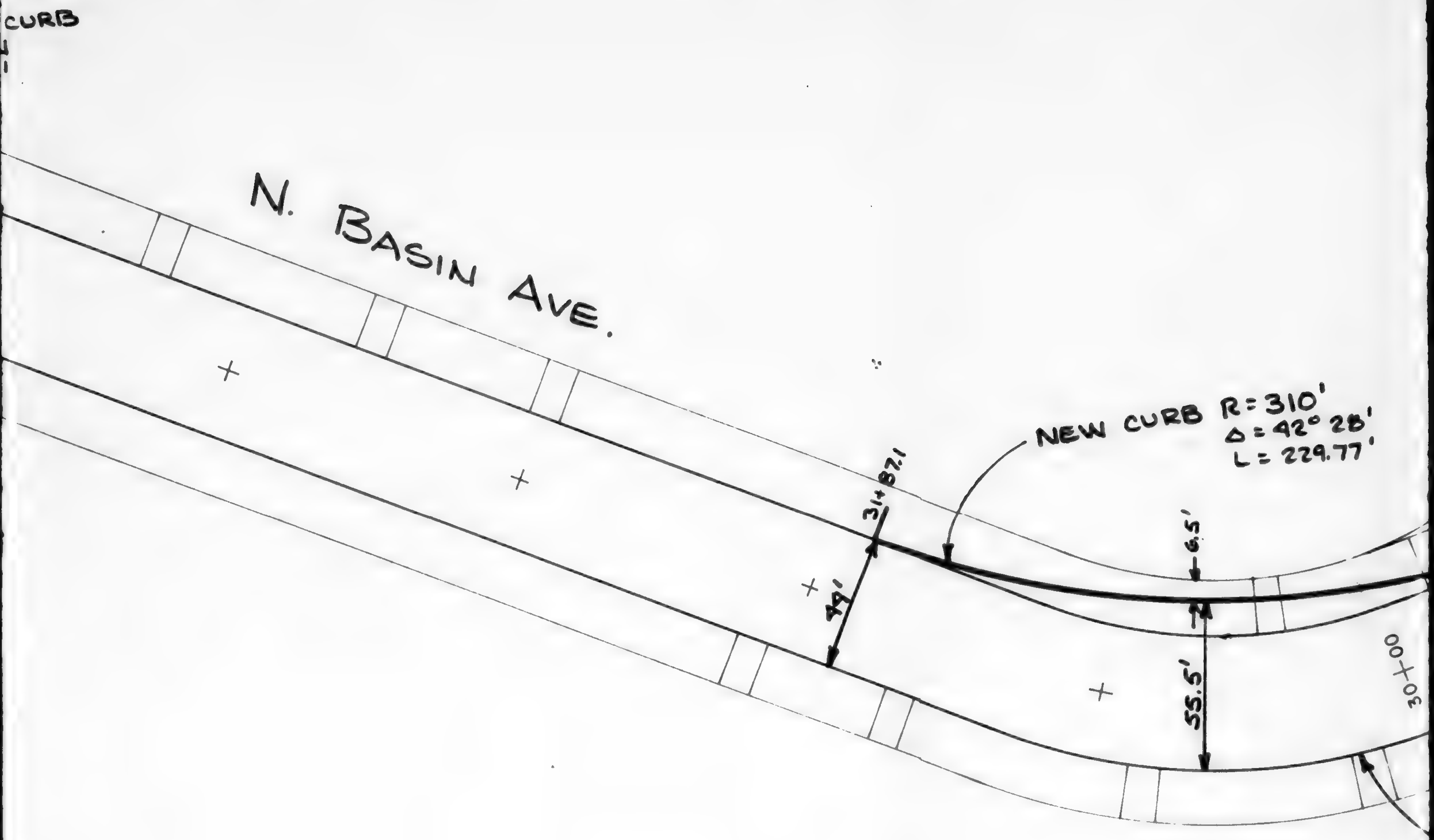

EXIST. EAST CURB
TO REMAIN
R= 197'
R
55.5'
6.5'
44'
44'
35+00
R
37+37
NEW CURB R= 310'
Δ= 42°28'
L= 229.77
34+85.4

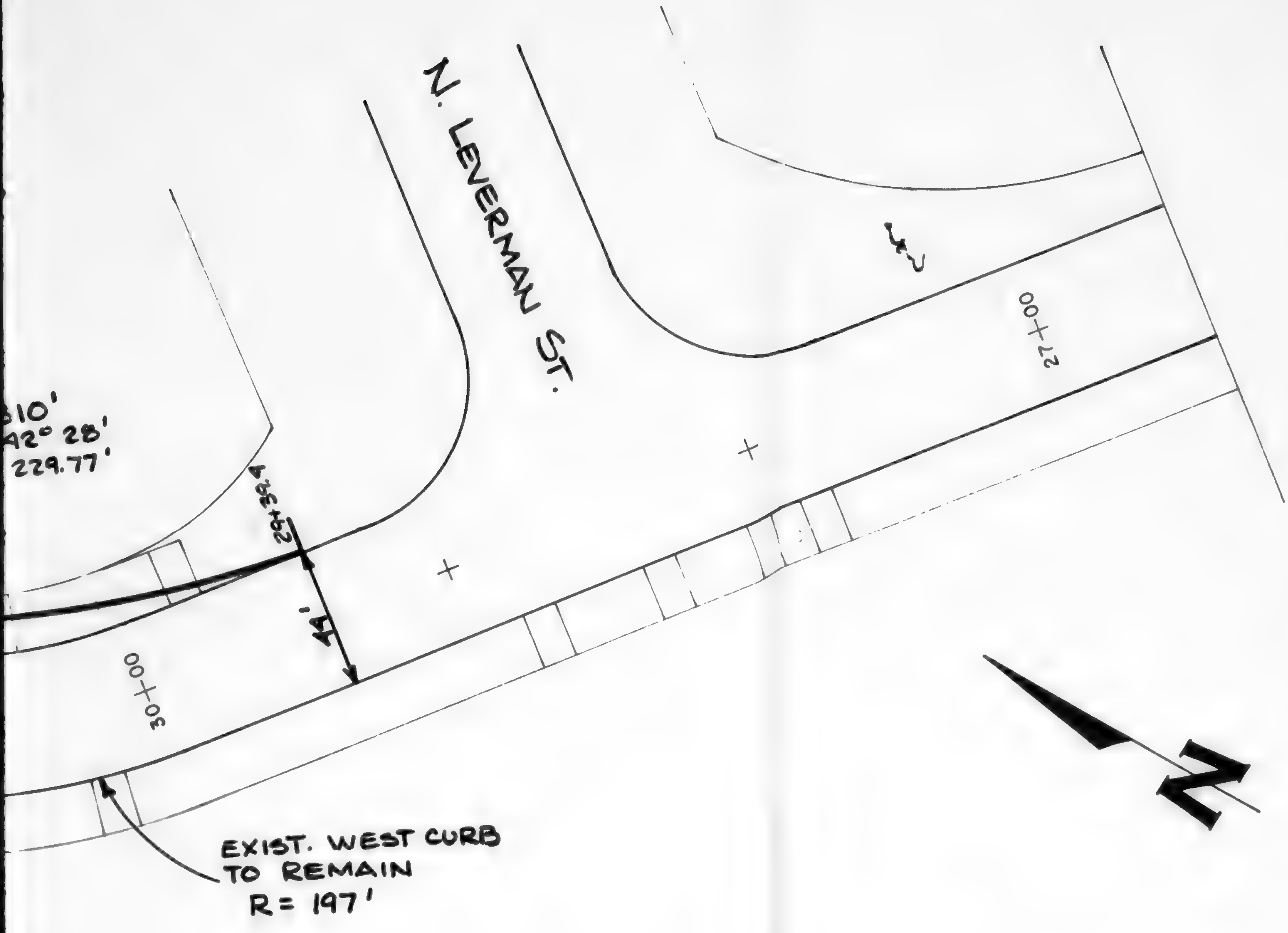
	DESIGNED BY	DATE APPROVED	CITY OF PORTLAND, OREGON 1851
	DRAWN BY	DIV. ENGINEER	
ED BY ED BY	CHECKED BY	RESOLUTION Nº	
	FILE Nº	UNDERGROUND	


CURB
N. BASIN AVE.
NEW CURB R=310'
Δ=42° 28'
L=229.77'
31+87.1
6.5'
49'
55.5'
30+00

CITY OF PORTLAND, OREGON

DEPARTMENT OF PUBLIC WORKS

MIKE LINDBERG	COMMISSIONER
JOHN LANG, P.E.	CITY ENGINEER


N. LEVERMAN ST.
310'
42° 28'
229.77'
29+39.4
44'
30+00
27+00
N
EXIST. WEST CURB
TO REMAIN
R= 197'

1/4 SECTION

JOB Nº

1653 8

February 9, 1983

City of Portland
1220 S.W. Fifth Avenue
Portland, OR 97204

AGR 4

Attention: Jewel Lansing
City Auditor

MISC. CONTRACTS and
AGREEMENTS No.

Gentlemen or Ladies:

Attached for your files are two fully executed copies of a preliminary engineering and construction-finance agreement for an Interstate Transfer Project to be known as the Arterial Street Overlay Project No. 4.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dc

Attachments

bc: Don Harwell (agreement attached)

9653 1-11-83 8

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-0000(48)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 20126

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 1/11/83

8. FEDERAL ROUTE NUMBER Various FAU Routes

9. STATE ROUTE NUMBER City Streets

10. GENERAL LOCATION:
Arterial Streets (Portland) Overlay Project #4

11. GENERAL DESCRIPTION OF WORK
Program change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY	☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION	☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ ACQUISITION OF RIGHT-OF-WAY	☒ OTHER *(Specify)* Program change See below

13. REMARKS

As requested in Mr. Swan's letter of 12/28/82 I approve the revised Preliminary Engineering Costs to a TEC of $35,295 Federal Funds $30,000.

(Increase TEC $10,295 Federal Funds $8,750)

RECEIVED
STATE HWY ENGR
JAN 13 '83
REFER TO Swan
FOR
Info Inv R/D D/R Sign Act File

Orig to 1/13

14. DATE 1/11/83

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hessner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-78) PREVIOUS EDITIONS MAY BE USED

[illegible]

8

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.
PRO 6-2

Date: December 28, 1982

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

From: D.E. Swan, P.E.
Program Control Engineer

Subject: Program Change
Item No. 20126
Project No. IX-0000(48)
Arterial Streets (Portland) Overlay No. 4
Multnomah County

I request approval of a minor program change to adjust the estimated preliminary engineering costs to reflect more accurately the scope of work, based on the attached justification letter from Mr. Terpin dated December 22, 1982.

Approval of this request will involve an increase of $10,295.00 in total cost and Federal obligation of $8,750.00 in Interstate Substitution General Funds (Appn Code 580) with revised financing as follows:

	TEC	FF	%
Present	$35,295.00	$30,000.00	85.0
Previous	25,000.00	21,250.00	
Difference	$10,295.00	$ 8,750.00	

RHZ:bks
Attachment
cc: E.L. Hardt (Metro)
F.E. Terpin
E. Mershon (Metro)
Jon Rose (Metro)
Gary Zehner
Shirley Williams
General Files

Form 734-3122

Portland.

PROJEC PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION
Arterial Street Overlay Project No. 4

REGION
Metro

SURVEY AUTHORITY

AUTHORIZATION NO.
2

PREFIX
726-1939

DATE
12-6-82

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$ ~~1,000~~ 700	$ ~~1,000~~ 700	915 AUDITS	$ 300	$ 300	933 SURFACE DESIGN	1-18-83 $ 300	2 $ 300
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT	30,000	30,295	918 LOCATION			935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		
905 FINAL DESIGN	1,000	1,000	920 PROGRAM MANAGEMENT	200	200	937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICA-TIONS	1,800	1,800	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES	100	100	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION	200	200	950 TRAINING		
910 REGION GEOLOGIST	300	300	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION			925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON	100	100	932 RAILROAD & UTILITIES					

TOTALS	$ 35,295	$ 35,295
PREVIOUS AUTHORIZATION		$ 25,000
ADD. AUTH. REQUIRED		$ 10,295

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER
IX-0000(48)

LOCATION ENGINEER'S REMARKS

The City will perform the field survey and prepare the plans. The State will monitor, review the City surface design, and complete PS & E.

Estimated construction cost is $2,675,000.

1 ✓

2

3 MK

4

Kgay Watson

25

PREPARED BY	DATE 12-2-82	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 1/20/83
RECOMMENDED, REGION ENGINEER X	DATE 12/5/82	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE 1-20-83
RECOMMENDED, LOCATION ENGINEER X	DATE 1-18-83	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 7-27-82 1-11-83	

96

Portland

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

DATE

PREFIX

1 - IDENTIFICATION

PROJECT NAME: Arterial Street Overlay Project #4

HIGHWAY NAME: Various Portland FAU Routes

HIGHWAY NUMBER: N/A

REGION Metro	ADMINISTRATIVE DISTRICT 2B	COUNTY Multnomah	CITY Portland

LENGTH: N/A

MILEPOST NUMBER TO

☐ RURAL ☒ URBAN

LOCAL GOVERNMENT PROJECT? ☒ YES ☐ NO

IF YES, UNIT OF GOVERNMENT: City of Portland

TYPE OF FUNDS: ☐ FAI ☐ FAP ☐ FAS ☐ STATE ☐ FAUS ☒ OTHER FAIX (I-505 Transfer)

METHOD OF CONSTRUCTION: ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK: ☐ GRADING ☒ PAVING ☐ STRUCTURE ☐ SIGN ☐ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

PROJECT DESCRIPTION

This project will provide pavement overlays with selective base repair on city arterial streets. Drainage inlets, manhole and valve covers will be adjusted as required. Specific streets to be overlaid will be identified during preliminary engineering.

1 ✓

2

3

4

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME): varies (1,500-30,000 ADT)

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME):

LEVEL OF SERVICE	A	B	C	D	E	F
EXISTING	☐	☐	☐	☐	☐	☐
PROPOSED	☐	☐	☐	☐	☐	☐

DESIGN SPEED (MPH): 25-45

DESIGN STANDARDS: AASHTO

TRAFFIC ANALYSIS: ☐ LIGHT ☐ MEDIUM ☐ HEAVY

REFERRED TO

Beard Stoudenmeyer

Cole Mann W

Eriksen / Watson

Hager Dorn Leu

Return Discuss Do File Due

BY FINAL DESIGN ENGINEER

APPROVED

Frank E. Nerpin

Location Engineer

Date 8/13/82

3 · FEATURES	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH
TRAVEL LANES	two to four lane streets	no change
SHOULDERS		
MEDIANS		
PARKING LANES		
SIDEWALKS		
BIKEWAYS		
INTERCHANGES		
OTHER:		

	YES	NO	MAYBE
Channelization	☐	☒	☐
Frontage Roads	☐	☒	☐
Traffic Signals	☐	☒	☐
Signing	☐	☒	☐
Illumination	☐	☒	☐
Structures	☐	☒	☐
Stage Construction	☐	☒	☐
Pedestrian Crossing	☐	☒	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☐	☒	☐
Drainage	☐	☒	☐
River ________	☐	☒	☐
Stream ________	☐	☒	☐
Storm Sewer	☐	☒	☐
Sanitary Sewer	☐	☒	☐
Right of Way	☐	☒	☐
Simple Acquisition	☐	☒	☐
Complex Acquisition	☐	☒	☐
Relocations	☐	☒	☐

	YES	NO	MAYBE
Right of Way (cont.) Improvements	☐	☒	☐
Access Control	☐	☒	☐
Railroad Crossing	☐	☒	☐
At Grade	☐	☒	☐
Separated	☐	☒	☐
Railroad Encroachment	☐	☒	☐
Permits	☐	☒	☐
Conditional Use	☐	☒	☐
Flood Plain	☐	☒	☐
Irrigation District	☐	☒	☐
Water District	☐	☒	☐
Drainage District	☐	☒	☐
Div. of State Lands	☐	☒	☐
Dept. of Geology & Min. Ind.	☐	☒	☐
Corps of Engineers	☐	☒	☐
Coast Guard	☐	☒	☐
DEQ NPS Air Pollution	☐	☒	☐
DEQ NPS Water Pollution	☐	☒	☐
Building	☐	☒	☐
Fish & Wildlife Approval	☐	☒	☐

3 - FEATURES (cont.)

	Y	NO	MAYBE
Agreements (City-County Etc.)	☒	☐	☐
Environmental Assessment	☐	☒	☐
Statewide Assessment	☒	☐	☐
Negative Declaration	☐	☒	☐
Environmental Impact Statement	☐	☒	☐
4-F Statement	☐	☒	☐
Citizen Advisory Committee	☐	☒	☐
Public Hearing ______	☐	☒	☐
Borrow Source	☐	☒	☐
Material Source	☐	☒	☐
Utilities	☐	☒	☐

Type ______

	YES	NO	MAYBE
Hydraulics Study	☐	☒	☐
Soils Investigation	☐	☒	☐
Airport Clearance	☐	☒	☐
Economic Analysis	☐	☒	☐
Requires Field Survey	☒	☐	☐
Old Survey Available	☐	☒	☐
Requires Vicinity Map	☐	☒	☐
Requires Photogrammetry	☐	☒	☐
Requires Reconnaissance Survey	☐	☒	☐
Reconnaissance Available	☐	☒	☐
Design Review	☐	☒	☐

4 - WORK ITEMS

	TO BE PERFORMED BY APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☒	☐	☐
RIGHT-OF-WAY N/A	☐	☐	☐
CONSTRUCTION ENGINEERING	☒	☐	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	N/A
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	N/A
CORRIDOR APPROVAL	( )	N/A
FIELD SURVEY	(3.0)	3.0
PRELIMINARY DESIGN	( )	N/A
DESIGN APPROVAL/FINAL EIS	( )	N/A
RIGHT-OF-WAY DESCRIPTIONS	( )	N/A
RIGHT-OF-WAY ACQUISITION	( )	N/A
P.S. & E. DOCUMENTS	( )	2

RECOMMENDED CONSTRUCTION DATE	______ (Region)	______ (Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING

7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	25,000	
RIGHT OF WAY		
TRAFFIC CONTROL		
ILLUMINATION		
STRUCTURES		
RAILROAD		
ROADWAY	1,427,941	
OTHER ______		
ENGINEERING & CONTINGENCIES		
PROJECT TOTAL	$1,452,941	

SUBMITTED BY ______

9163

7-27-82

8

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-0000(48)
2. STATE PROJECT NO. See below
2A. COUNTY NAME Multnomah
3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
4. PROGRAM NO.
5. ITEM NO. 20126

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 7/27/82
8. FEDERAL ROUTE NUMBER Various FAU Routes
9. STATE ROUTE NUMBER City Streets

10. GENERAL LOCATION:
Arterial Streets (Portland) Overlay Project No. 4

11. GENERAL DESCRIPTION OF WORK
Preliminary engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION including utility preparatory work. TEC $25,000 - F.F. $21,250
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Swan's PEA dated 7/21/82.

RECEIVED
STATE HWY ENGR
JUL 30 '82
REFER TO Moehring
FOR
Info Appr R/D

Orig to
8 2 8

14. DATE 7/27/82
15. SIGNATURE OF APPROVING OFFICIAL Walach
16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9653

8

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration
Salem, Oregon 97301

OREGON DEPT. OF TRAN[illegible]RTATION-HIGHWAY DIVISION
ADDENDUM TO LOCATION PROSPECTUS AND
REQUEST FOR FEDERAL AID
PRELIMINARY ENGINEERING AUTHORIZATION

PROJECT LOCATION	APPN CODE	ITEM NO.	PROJECT NO.	ROUTE NO. FED. U	ROUTE NO. STATE
City Sts., Citywide (Portland) "Arterial St. (Portland) Overlay Project No. 4".	580	20126	IX-0000(48)	Various	City Sts.

Access Control N/A Parking Restrictions N/A System Revision None

Airports (within 2 Mi.) N/A ROW N/A

Water Development N/A Recreation & Historical Areas N/A

Multnomah (051) (I-505 Transfer)

A-95 Review:

State Cl. Ho. .... Exempt X Date Approved ____

Dist. 2 Cl. Ho. ..... Exempt ___ ~~Date~~ XXXX Approved in MSD TIP No Reply ___

Project Environmental Assessment: FHWA Concurrence Dated 2/25/80 (Statewide)

1-EIS ___ 2-Categorical Exclusion X 3-Draft Assessment & FONSI ___

Notes: (1) Project in Congressional District 1&3

(2) Included in MSD FY '82 AE/TIP on page 34, No. 23.

I request authorization to proceed with the PRELIMINARY ENGINEERING work checked below:

X All Phases *
___ All Phases thru Final Envir. Document
___ Incl. Archeological Salvage
___ " Util. Preparatory Work
___ " R.R. Preparatory Work

* To develop a program of arterial street overlay projects.

Est. Proj. Cost:

	TEC NTE	$ 25,000.00
85%	FF	$ 21,250.00
9%	STATE	$ 2,250.00
6%	City	$ 1,500.00

For PR-37:
Field Phase $ ____
PS&E Phase $ ____

REMARKS:
1) Attached is a copy of "Authority for Survey" & project maps.
2) Request based on March 27, 1980, letter to you from the Director of ODOT.

JLG:bkc

DATE	SIGNATURE OF REQUESTING OFFICIAL	TITLE
7-21-82	D.E. SWAN, P.E.	PROGRAM CONTROL ENGINEER

XC: GENERAL FILES

1983 MP 0.48 to MP 2.25 Sec. 9654
of Scott Canyon Rd. East of Rufus.
(Guard Rail)

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

9654

REGION NO. 10	REPORT NO. 2	COUNTY Sherman	DIVISION Oregon
DATE OF REPORT March 28, 1984	REPORT MADE BY C.O.Fredrickson, Const. Engineer		PROJECT NO. RS-B440(1)
COMPLETION DATE July 7, 1983	ACCEPTANCE DATE BY CONTRACT AGENCY December 21, 1983	TIME ELAPSED 31 %	CONTRACT TIME 14 [illegible]
APPROVED EXTENSIONS	LOCATION M.P. 0.48 to M.P. 2.25 Section of FAS B440 (Scott Canyon Road) just east of Rufus.		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

RECEIVED
STATE HWY ENGR
APR 17 '84
REFER TO Fredrickson
FOR
Info | Inves | R/D | D/R | Sign | Act | File

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

cy 4/19

NOTED
W. E. SCHWARTZ

1. Description of Improvement as Programed:

   A. Installation of guardrail, anchors and end pieces.

   B. Installation of delineators.

   C. Performance of such additional and incidental work as is called for by the specifications and plans.

2. Contractor's Name: Coral Construction Co.

3. Contract Amount: $58,323.00

4. CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Certification Acceptance Agreement. Final acceptance by the Federal Highway Administration is requested.

Signature (SHD Official) ______________________

Title Construction Engineer

A final inspection of the project was made on 8/17/83.

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE David B Carter D. B. Carter		SIGNATURE G. K. Hossner Original Signed By G. K. HOSSNER Field Operations Engineer	
TITLE Area Engineer	DATE 4/13/84	TITLE Field Operations Engineer	DATE 4/16/84

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

December 28, 1983

Fireman's Fund Insurance Co.
Attention: Fidelity & Surety Depart.
121 SW Salmon Street, Suite 900
Portland, OR 97204

CON 5
#9654

Gentlemen or Ladies:

Contract No. 9654 awarded to Coral Construction Company for work on M.P. 0.48 to M.P. 2.25 of FAS B440 (Scott Canyon Road) in Sherman County was completed on September 26, 1983, and accepted by the State Highway Division on December 21, 1983.

Final payment in the amount of $500 will be released to the contractor after January 4, 1984. The total contract amount is $55,998.80 and no work was performed under force account.

No claims for labor or material have been filed with us against the bond on this contract.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm

cc: Coral Construction Company
PO Box 347
Wilsonville, OR 97070

Corroon & Black of Oregon
PO Box 8699
Portland, OR 97207

bc: C. T. Keasey
Walt Hart
V. E. Skoog (Attn: Frank Griffin)
Dale Allen

OREGON STATE HIGHWAY DIVISION FIELD ENGINEER'S WEEKLY REPORT FOR CONSTRUCTION PROJECTS ONLY CONSTRUCTION AND BRIDGE SECTION	SECTION: M. P. 0.48 to M. P. 2.25 (Scott Canyon Road)	WEEK ENDING: October 1, 1983 SECTION PREFIX: 528-1058
	HIGHWAY: FAS B440	COUNTY: Sherman
NAME OF JOB: M. P. 0.48 to M. P. 2.25 (Scott Canyon Road)	KIND OF WORK: Guard Rail	
CONTRACTOR: Coral Construction Company	CONTRACT NUMBER: 9654	FED. AID PRO. NO.: RS-B440(1)
DATE OF CONTRACT: June 8, 1983	DATE WORK STARTED: June 27, 1983	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS: SPECIFIED CALENDAR DAYS: 45 CD	WORK DAYS USED: CALENDAR DAYS USED: 14
PROJECT AUTHORIZATION: $69,298.84	SPECIFIED COMPLETION DATE:	PERCENT OF TIME ELAPSED: 31
EXCLUSIVE OF ENGINEERING: $63,246.54	ENGINEERING AUTHORIZATION: $6,052.30	% OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EST. COST OF COMPLETED PROJ. EXCLUSIVE OF ENGR.: $58,196.33	ENGINEERING COST TO DATE: $4,180.73	% OF CONTRACT COMPLETED BASED ON TOTAL AUTHOR.: 89
ESTIMATED PERCENTAGE: UNDERRUN 10.6 %	PERCENT OF AUTHORIZATION: 69 %	DATE PROJECT WAS COMPLETED: July 7, 1983

ESTIMATED PERCENT COMPLETE (ROADWAY)

GUARD RAIL 100					

MILES IN PROJECT:					
MILES PARTIALLY COMPLETED:					
MILES COMPLETED:					
TOTAL ESTIMATED QUANTITIES (CONTRACT):					
TOTAL QUANTITIES CORRECTED TO DATE:					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE:					
AVERAGE DAILY QUANTITIES:					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME:					
NUMBER OF SHIFTS PER DAY:					
HOURS PER SHIFT:					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.:									
PERCENT:									

DAY & DATE		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	25	Cldy - Warm	0		
MONDAY	26	Cldy - Warm	0		
TUESDAY	27	Cldy - Warm	0		
WEDNESDAY	28	Sunny - Warm	0		
THURSDAY	29	Sunny - Warm	0		
FRIDAY	23	Cldy - Warm	0		
SATURDAY	24	Cldy - Warm	0		

RECEIVED
OCT 3 1983
CONSTRUCTION SECTION
CE
OCS
SCS
EO
TC
PE
CP

SCOTT CANYON ROAD
GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 25	No work.
MONDAY 26	No work.
TUESDAY 27	No work.
WEDNESDAY 28	No work.
THURSDAY 29	No work.
FRIDAY 23	No work.
SATURDAY 24	No work.

R E M A R K S

This week; Semi-final Estimate and related data submitted through Region 4 on Friday, August 26, 1983. The 'Request for Final Inspection' from the contractor has been received and the 'Third Notification' has been issued with the date of September 26, 1983.

```
*******************************
*                             *
*   F   I   N   A   L         *
*                             *
*   R   E   P   O   R   T     *
*                             *
*******************************
```

SIGNED__________________ LOCATION__The Dalles__________

for W. Reid Meritt, Project Manager

__CONSTRUCTION, 3; __W/BRIDGES, 4; __REGION 4; __FILE

7654

STATE CO

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 6-183	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Sherman
MODIFICATION NUMBER 1		Project Number RS-B440(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on January 3, 1983, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 3,800.00	$ 73,098.00
Federal funds	$ 3,348.00	$ 64,434.00
Other revisions		

This modification is made for the following reasons: to include construction phase.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 27th day of June, 1983.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Harry C. Potter

Manager, Program Section
(Title)

~~By~~ For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon June 21, 1983

Federal-Aid Project No. RS-B440(1)

M.P. 0.48 to M.P. 2.25 Section
Scott Canyon Road
Sherman Highway

REVISED PROJECT AGREEMENT ESTIMATE

Type Code PENG
Preliminary Engineering

Preliminary Engineering		All Required		$	3,800.00

Type Code SFTY
Guardrail (M.P. 0.48 to M.P. 2.25)

Mobilization		All Required		$	350.00
Temporary Protection and Direction of Traffic		All Required			100.00
Temporary Signs	148	Sq. Ft.	1.00		148.00
Temporary Barricades	4	Each	25.00		100.00
Flagmen	250	Hour	15.00		3,750.00
Guardrail, Type 2A	5,500	Lin. Ft.	4.95		27,225.00
Guardrail Anchors, Type 1	12	Each	250.00		3,000.00
Guardrail End Pieces, Type C	12	Each	70.00		840.00
8-Foot Posts	886	Each	25.00		22,150.00
Delineators, Type 2	20	Each	20.00		400.00
Delineators, Type 4	26	Each	10.00		260.00
				$	58,323.00

Anticipated Items

State Furnished Guardrail Elements	All Required		$	2,200.00
		Subtotal	$	60,523.00
		Engineering		8,775.00
		Total	$	69,298.00

Length of Project	0.00 mi.

SUMMARY OF FUNDS (88.15%)

Description	Total Cost	Federal Funds	State Funds	Sherman County
Preliminary Engineering	$ 3,800.00	$ 3,348.00	$ 226.00	$ 226.00
Guardrail	69,298.00	61,086.00	4,106.00	4,106.00
Total	$ 73,098.00	$ 64,434.00	$ 4,332.00	$ 4,332.00

Group 1	100%
Contract No.	9654
Prefix:	528-1963
Prefix:	528-1058

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 1-12	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 1-[illegible]	State Oregon County Sherman Project No. RS-B-440(1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd., Rufus, S.E. 1.8 mi.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	12-17-82	0.0
RIGHTS-OF-WAY		
CONSTRUCTION		

OTHER *(Specify)*

FUNDS PRO RATA 88.15%

ESTIMATED TOTAL COST OF PROJECT $ 3,800.00	FEDERAL FUNDS $ 3,348.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Hunter

Assistant State Highway Engineer
(Title)

XXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By ______________________

____
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______________________
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator JAN 3 1983

Form **PR-2** (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Gen. File

Oregon State Highway Division
Salem, Oregon December 29, 1982

Federal-Aid Project
No. RS-B440(1)

M.P. 0.4 to M.P. 2.2 Section
County Road in Sherman County

PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required	$3,800.00
	Total	$3,800.00

Length of Project -------------- 0.0 mi.

SUMMARY OF FUNDS (88.15%)

Description	Total Cost	Federal Funds	State Funds	County Funds
Preliminary Engineering	$ 3,800.00	$ 3,348.00	$ 226.00	$ 226.00
Retain in Program				
Contract Work	81,000.00	71,400.00	4,800.00	4,800.00
Total	$84,800.00	$74,748.00	$ 5,026.00	$ 5,026.00

Group 1 100%
Prefix: 528-1963

r11

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. RS-B440(1)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Sherman

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 30033

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 5/4/83

8. FEDERAL ROUTE NUMBER Secondary B440

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION: M.P. 0.4 to M.P. 2.2 Section (Scott Canyon Road)

11. GENERAL DESCRIPTION OF WORK Guardrail

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested in Mr. Potter's letter of 5/2/83 you are now authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project at a total estimated cost of $70,500 Federal Funds $62,145 in accordance with the approved Certification Acceptance Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards are lower than the the minimum design as approved, this office should be notified of such proposed exceptions and reasons thereof.

I accept the certification of Mr. Rod Henry dated 4/14/83 that provisions of FHPM 7-5-1 have been complied with.

RECEIVED
STATE HWY ENGR
MAY 6 '83
REFER TO Potter
FOR
Info Ires R/O D/R Sign Act File

Orig to 5/6

14. DATE 5/4/83

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9654

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U.S. Department
of Transportation
**Federal Highway
Administration**

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project RS-B440(1)
M.P. 0.48 to M.P. 2.225
FAS B440 (Scott Canyon Road)
Sherman County
Use of Salvage Guardrail

Date: May 2, 1983

Reply to Attn. of: HFO.4/5-OR

From: Division Administrator

To: Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

We have reviewed Mr. Adams' letter of April 27, 1983, requesting the use of salvaged guardrail on the project.

We agree it is in the public interest to use salvage guardrail on this project and we approve your request.

All salvaged rail elements used should meet current design standards.

G. K. Hosmer
for Dale E. Wilken

cc:
OSHD (D R Adams)
OSHD (D E Swan)

aj allen
4/5

RECEIVED
STATE HWY ENGR
MAY 4 '83
REFER TO
FOR
Info Inves R/D D/R Sign Act File

8

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
DES 16

April 27, 1983

Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center St. N.E.
Salem, OR 97301

RECEIVED
STATE HWY ENGR
APR 28 '83
REFER TO Schwartz
FOR

Info	Inves	R/D	D/R	Sign	Act	File
☒						✓

NOTED
W. E. SCHWARTZ

Attention: Glen K. Hossner

M.P. 0.48 To M.P. 2.25 Section
FAS B 440 (Scott Canyon Road)
Sherman County

The proposed FAS-C project is to improve the safety on this section by installing guardrail and 46 delineators.

The guardrail proposed for use is current standard, state owned material salvaged from previous highway construction in this area. The rail sections are stockpiled in a state maintenance site at M.P. 4.8 on the Celilo-Wasco Highway, about 8 miles westerly from the project. We propose to specify the contractor be required to pick up the guardrail sections at the maintenance site and haul it to the job site. The rail elements will be made available to the project for $0.40 a lineal foot, which is the state's cost to acquire it.

The use of salvaged quardrail, instead of new guardrail on this project will result in a considerable savings in costs.

We believe the best interests of the public will be served by using salvaged guardrail material on the project and we solicit your approval.

This proposal has been discussed and tentatively approved by Mr. Hossner

Form 734-3122

of the F.H.W.A.

J. H. Versteeg
Road Design Engineer

By

Lyle K. Watson for
Donald R. Adams, P.E.
Final Design Engineer

FE:mg

cc: H. S. Coulter
E. S. Hunter
Gary Potter
F. E. Terpin
S. H. Macnab
D. D. Allen
Fred Eriksen

9654

8

STATE OF OREG

INTE OFFICE MEMO

TO: H. S. Coulter
State Highway Engineer

DATE: March 22, 1983

FROM: for Robert N. Bothman
Assistant State Highway Engineer

SUBJECT: FAS-C Project (Safety)
M.P. 0.4 to M.P. 2.2
Scott Canyon Road
FAS-B440
Sherman County

Sherman County is requesting the installation of guardrail at 5 different locations on the Scott Canyon Road FAS-B440. Rails are to be purchased from State and the contractor ato furnish the remaining materials and make the installation. Engineering by State. P.E. was approved by Transporation Committee September 23, 1982.

JURDISDICTION	SECTION	TOTAL FUNDS	FEDERAL FUNDS	STATE FUNDS	COUNTY FUNDS
Sherman Co.	M.P. 0.4 to M.P. 2.2 Section Scott Canyon Road FAS-B440, Guardrail installation	$ 78,000	$ 68,640	$ 4,680	$ 4,680

The Region and this office have investigated this proposed project, confirming its validity and financing under the FAS-C program. I recommend your approval and request you authorize this project under delegated authority.

APPROVED BY:

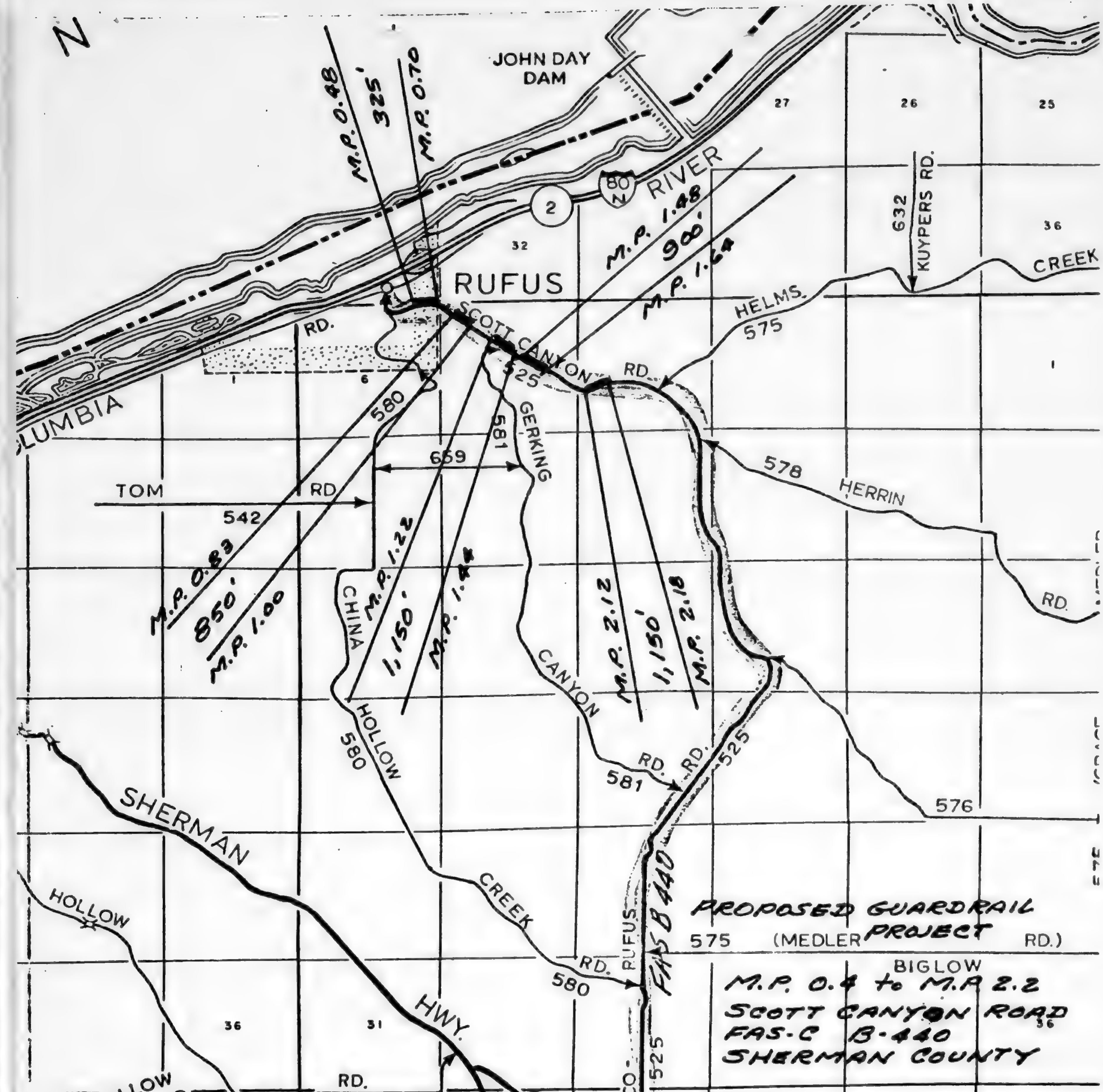
E S Hunter
for State Highway Engineer

Date 3-24-83

D. E. Swan - Please Program & Update PMS
Fred Miller
✓L. W. Rulien
✓Robert N. Bothman
E. S. Hunter
W. E. Schwartz
Gary Potter
Cam Gilmore
C. T. Keasey
George Bell
J. H. Versteeg
L. E. George

F. E. Terpin
W. J. Hart
Roger Trygstad
Don Adams
J. Sullivan
John Scofield
George Wills
Phil Lewellyn
Don Aman
Region 4:
  D. Allen
  John Hagedorn
  Harold Brainard

NOTED
ROBERT N. BOTHMAN



PROPOSED GUARDRAIL PROJECT

M.P. 0.4 to M.P. 2.2
Scott Canyon Road
FAS-C B-440
SHERMAN COUNTY

N
JOHN DAY DAM
M.P. 0.48
325'
M.P. 0.70
M.P. 1.48
900'
M.P. 1.64
M.P. 0.83
850'
M.P. 1.00
M.P. 1.22
1,150'
M.P. 1.44
M.P. 2.12
1,150'
M.P. 2.18
80 N
2
RIVER
COLUMBIA
RUFUS
SCOTT CANYON RD.
RD.
525
580
581
659
GERKING
TOM RD.
542
CHINA HOLLOW
580
CANYON RD.
581
RD.
525
HELMS.
575
KUYPERS RD.
632
CREEK
578
HERRIN RD.
576
27
26
25
32
36
1
6
SHERMAN HWY.
HOLLOW
CREEK RD.
580
RUFUS
FAS B 440
575 (MEDLER RD.)
BIGLOW
36
31
36
MUD HOLLOW CANYON RD.
538
RD.
528
CEMETERY RD.
609
300
Locust Grove
1
6
1
WASCO
658
FAS B 441
658
HWY.
301
RD.)
WASCO-RUFUS
525
Klon
574
KLONDIKE RD.
RD. 539
FAS B 441
573
1-265
WASCO-
206

9054

8

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. RS-B440(1)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Sherman

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 30033

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 12/17/82

8. FEDERAL ROUTE NUMBER Secondary B440

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:
M. P. 0.4 to M. P. 2.2 Section (Scott Canyon Road)

11. GENERAL DESCRIPTION OF WORK
Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION including utility preparatory work TEC $3,800 - F.F. $3,348
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS
As requested by Mr. Swan's letter of 12/13/82.

RECEIVED
STATE HWY ENGR
DEC 21 '82
REFER TO Moehring
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig to
12/21

14. DATE 12/17/82

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9054

8

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.
PRO 6-2

Date: December 13, 1982

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

**Original Signed By
D. E. Swan**

From: D.E. Swan, P.E.
Program Control Engineer

Subject: Project Data Submission
Item No. 30033
Project No. RS-B440(1)
M.P. 0.4 to M.P. 2.2 Section
Sherman County

Attached support data for the subject projects consists of PR-1 form, Authority for Survey and project map.

I request authorization to proceed with all phases of preliminary engineering including utility preparatory work at an estimated total cost of $3,800.00 with obligation of $3,348.00 in Federal Funds.

RHZ:bks
Attachments
cc: D.E. Allen (Region 4)
H. Reynoldson
General Files

9654

November 24, 1982

Sherman County Court
P. O. Box 365
Moro, OR 97039

MISC. CONTRACTS and
AGREEMENTS No. 2223

AGR 4

Attention: Linda Hasch
County Clerk

Gentlemen or Ladies:

Attached for your files is a fully executed copy of a preliminary engineering and construction-finance agreement for the installation of guardrail on the M.P. 0.4-M.P. 2.2 Section of Scott Canyon Road.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dc

Attachment

bc: Don Harwell (agreement attached)

PROJE~~ PROSPECTUS
PART 4 — SURVEY AUTHORITY

Sherman Co ~~FAS B440~~

SEE INSTRUCTIONS ON REVERSE

Sherman County

SECTION	M.P. 0.4 to M.P. 2.2 Scott Canyon County Road FAS B440
KEY ID#	
REGION	4
SURVEY AUTHORITY	
AUTHORIZATION NO.	1.
PREFIX	528-1963
DATE	copied 10/19/82

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 1,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION			935 SOILS		✓
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		
905 FINAL DESIGN		1,000	920 PROGRAM MANAGEMENT		100	937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICA-TIONS		1,500	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		100	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		100	950 TRAINING		
910 REGION GEOLOGIST			924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION			925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON			932 RAILROAD & UTILITIES					
						TOTALS	$ 3,800	$ 3,800
RIGHT-OF-WAY PREFIX						PREVIOUS AUTHORIZATION		$
FEDERAL AID PROJECT NUMBER RS-B440(1)						ADD. AUTH. REQUIRED		$

LOCATION ENGINEER'S REMARKS

Perform all necessary work to prepare Plans, Specifications, & Estimate to install county owned guardrail.

1 Versteeg ✓
Anderson
2 Adams
3 Olson
Sullivan
Tarpin
4 Trout
Wakerlig

RECEIVED
JAN 5 1983
ROAD DESIGN SECTION

cpy Watson

Do Not File
Return To
Bring
Action

PREPARED BY coped from Auth. dated 9/3/82 signed by J. Hagedorn	DATE 10/19/82	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 10/22/82
RECOMMENDED, REGION ENGINEER X	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE 10-21-82
RECOMMENDED, LOCATION ENGINEER X	DATE 10/20/82	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 12-17-82	

734-1914 (7-82)

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

DATE

PREFIX : 528-1963

1 - IDENTIFICATION

PROJECT NAME: M.P. 0.4 to M.P. 2.2

HIGHWAY NAME: Scott Canyon County Road

HIGHWAY NUMBER: B-440

REGION: 4

ADMINISTRATIVE DISTRICT: 10

COUNTY: Sherman

CITY:

LENGTH: 1.8 mi

MILEPOST NUMBER: 0.4 TO 2.2

☒ RURAL ☐ URBAN

LOCAL GOVERNMENT PROJECT? ☒ YES ☐ NO

IF YES, UNIT OF GOVERNMENT: County

TYPE OF FUNDS: ☐ FAI ☐ FAP ☒ FAS ☐ STATE ☐ FAUS ☐ OTHER

METHOD OF CONSTRUCTION: ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK: ☐ GRADING ☐ PAVING ☐ STRUCTURE ☐ SIGN ☐ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☒ OTHER Guardrail

PROJECT DESCRIPTION

Beginning just inside Rufus City limits at Field Avenue, approximate M.P. 0.4, construct type 2 guardrail at 5 separate locations, to M.P. 2.2.

It is proposed that the County purchase used rail members from the State Highway Division (The Dalles) and furnish same to the contractor. Long posts, hardware, anchors, and end pieces to be provided by the contractor. Contract to include the paint removal from the guardrail.

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME): 400 1980

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME) :

LEVEL OF SERVICE		A	B	C	D	E	F
	EXISTING	☐	☐	☐	☐	☐	☐
	PROPOSED	☐	☐	☐	☐	☐	☐

DESIGN SPEED (MPH): 55

DESIGN STANDARDS: AASHTO

TRAFFIC ANALYSIS: ☒ LIGHT ☐ MEDIUM ☐ HEAVY

APPROVED

Location Engineer

Date 11/17/82

FORM 734-1730 (12-78) Page 1

3 - FEATURES

	EXI NG NUMBER AND WIDTH	ROPOSED NUMBER AND WIDTH
TRAVEL LANES	2-10'	Same
SHOULDERS	2-Var. 2'-6'	"
MEDIANS		—
PARKING LANES		—
SIDEWALKS		—
BIKEWAYS		—
INTERCHANGES		—
OTHER:		—

	YES	NO	MAYBE		YES	NO	MAYBE
Channelization	☐	☒	☐	Right of Way (cont.) Improvements	☐	☒	☐
Frontage Roads	☐	☒	☐	Access Control	☐	☒	☐
Traffic Signals	☐	☒	☐	Railroad Crossing	☐	☒	☐
Signing	☐	☒	☐	At Grade	☐	☒	☐
Illumination	☐	☒	☐	Separated	☐	☒	☐
Structures	☐	☒	☐	Railroad Encroachment	☐	☒	☐
Stage Construction	☐	☒	☐	Permits	☐	☒	☐
Pedestrian Crossing	☐	☒	☐	Conditional Use	☐	☒	☐
Rest Area	☐	☒	☐	Flood Plain	☐	☒	☐
Truck Scale Site	☐	☒	☐	Irrigation District	☐	☒	☐
Landscaping	☐	☒	☐	Water District	☐	☒	☐
Drainage	☐	☒	☐	Drainage District	☐	☒	☐
River ____	☐	☒	☐	Div. of State Lands	☐	☒	☐
Stream ____	☐	☒	☐	Dept. of Geology & Min. Ind.	☐	☒	☐
Storm Sewer	☐	☒	☐	Corps of Engineers	☐	☒	☐
Sanitary Sewer	☐	☒	☐	Coast Guard	☐	☒	☐
Right of Way	☐	☒	☐	DEQ NPS Air Pollution	☐	☒	☐
Simple Acquisition	☐	☒	☐	DEQ NPS Water Pollution	☐	☒	☐
Complex Acquisition	☐	☒	☐	Building	☐	☒	☐
Relocations	☐	☒	☐	Fish & Wildlife Approval	☐	☒	☐

3 - FEATURES (cont.)

	YES	NO	MAYBE		YES	NO	MAYBE
Agreements (City-County Etc.)	☒	☐	☐	Hydraulics Study	☐	☒	☐
Environmental Assessment	☐	☒	☐	Soils Investigation	☐	☒	☐
Statewide Assessment	☒	☐	☐	Airport Clearance	☐	☒	☐
Negative Declaration	☐	☒	☐	Economic Analysis	☐	☒	☐
Environmental Impact Statement	☐	☒	☐	Requires Field Survey	☒	☐	☐
4-F Statement	☐	☒	☐	Old Survey Available	☐	☒	☐
Citizen Advisory Committee	☐	☒	☐	Requires Vicinity Map	☐	☒	☐
Public Hearing ________	☐	☒	☐	Requires Photogrammetry	☐	☒	☐
Borrow Source	☐	☒	☐	Requires Reconnaissance Survey	☐	☒	☐
Material Source	☐	☒	☐	Reconnaissance Available	☐	☒	☐
Utilities	☐	☒	☐	Design Review	☐	☒	☐

Type ____________________

4 - WORK ITEMS

	TO BE PERFORMED BY APPLICANT		STATE	CONSULTANT
PRELIMINARY ENGINEERING	☐		☒	☐
RIGHT-OF-WAY	☐	N.A	☐	☐
CONSTRUCTION ENGINEERING	☐		☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	—
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	—
CORRIDOR APPROVAL	( )	—
FIELD SURVEY	( )	1
PRELIMINARY DESIGN	( )	—
DESIGN APPROVAL/FINAL EIS	( )	—
RIGHT-OF-WAY DESCRIPTIONS	( )	—
RIGHT-OF-WAY ACQUISITION	( )	—
P.S. & E. DOCUMENTS	( )	3

RECOMMENDED CONSTRUCTION DATE	________ (Region)	________ (Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING

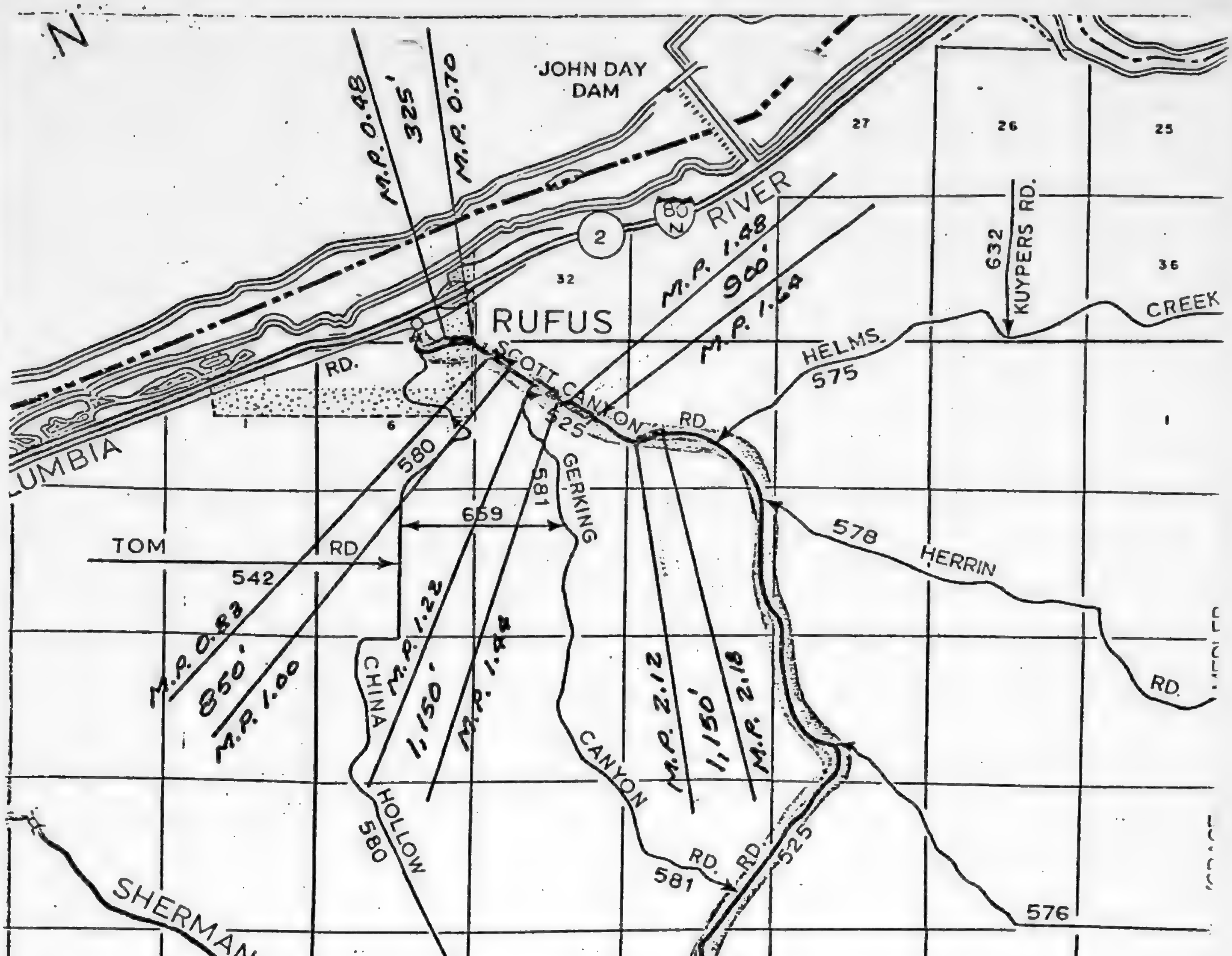
7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	3,000.	3 800
RIGHT OF WAY	--	
TRAFFIC CONTROL Included in roadway	--	
ILLUMINATION	--	
STRUCTURES	--	
RAILROAD	--	
ROADWAY Guardrail only	60,000.	60.000
OTHER		
ENGINEERING & CONTINGENCIES	18,000.	18.000
PROJECT TOTAL	81,000.	81.800

SUBMITTED BY JH Hayden


N
JOHN DAY DAM
COLUMBIA RIVER
80N
2
RUFUS
SCOTT CANYON RD.
RD.
M.P. 0.48
325'
M.P. 0.70
M.P. 1.48
900'
M.P. 1.64
HELMS
575
KUYPERS RD.
632
CREEK
27
26
25
32
36
1
6
525
580
581
659
GERKING
TOM RD.
542
578
HERRIN RD.
M.P. 0.83
850'
M.P. 1.00
CHINA HOLLOW
M.P. 1.22
1,150'
M.P. 1.44
CANYON RD.
M.P. 2.12
1,150'
M.P. 2.18
581
RD.
525
576
SHERMAN HWY.
HOLLOW
CREEK RD.
580
RUFUS-WASCO
FAS B 440
575
(MEDLER RD.)
BIGLOW
36
31
HWY.
MUD HOLLOW CANYON RD.
538
RD.
528
CEMETERY RD.
609
300
Locust Grove
WASCO
HWY.
301
658
FAS B 441
658
574
KLONDIKE RD.
Klon
RD.
539
FAS B 441
573
1-2653
WASCO-

PROPOSED GUARDRAIL PROJECT

M.P. 0.4 to M.P. 2.2
SCOTT CANYON ROAD
FAS-C B-440
SHERMAN COUNTY

1983 Buford Ridge Road-Forest 9655
Boundary Sec. of the Enterprise-
Lewiston Hwy. (Base and Paving)

* DELIVER TO: L. W. RULIEN
*   *
*   *
* ORIGINAL   20   *
* CREATED: 05/~~19~~/87 TIME: 11:38   *
* SUBJECT: LEWISTON-ENTERPRISE HWY   *
* PRINT DATE: 05/19/87 TIME: 12:02   *
*   *
****

To: Bob Hector
Region Engineer

From: Larry Rulien
State Highway Engineer

Subject: Lewiston-Enterprise Highway

I received a memo from Bob Bothman in which he states:

> "In pursuing my phone calls, I see a call from Senator Thorne expressing concern for our improvements on the Lewiston-Enterprise Highway.
>
> He was interested specifically in our short-term action plan for correcting what's apparently a bad condition this spring.
>
> He's also interested in the long-term effort to develop an all-weather road between Lewiston and Enterprise.
>
> Specifically, he wanted a run-down on the summer's activity.
>
> I'd appreciate it if you would expedite a follow-up response directly to Senator Thorne."

Please follow through with a response to Senator Thorne. If you have any questions, please give me a call.

cc Robert N. Bothman

May 20, 1987

Bob Hector's office called to say that he had spoken with Kathy Rock of Senator Thorne's office on May 19, concerning the Lewiston-Enterprise Highway.

Bob explained to Senator Thorne's office that a deep-base patch repair was being done now, and that by the middle of June it will be blade patched. He also indicated that it will be rough for trucks and encouraged participation in the Six-Year Highway Improvement Program.

Karen

cc: Robert N. Bothman

kkr

STATE OF OREGON

INTEROFFICE MEMO

File Code: CON 21

TO: Larry Rulien
State Highway Engineer

DATE: May 19, 1987

FROM: Robert N. Bothman
Director

SUBJECT: Lewiston-Enterprise Highway

In pursuing my phone calls, I found a call from Senator Thorne expressing concern for our improvements on the Lewiston-Enterprise Highway.

He was interested in our short-term action plan for correcting what's apparently a bad condition this spring on this highway.

He's also interested in the long-term effort to develop an all-weather road between Lewiston and Enterprise.

Specifically, he wanted a run-down on the summer's activity.

I'd appreciate it if you would expedite a follow-up response directly to Senator Thorne.

RNB:gls

RECEIVED
STATE HWY ENGR

MAY 20 '87

REFER TO
[illegible]

FOR

Info	Inves	R/D	D R	[illegible]	Act	File
✓						

81-125-1387

NEIL GOLDSCHMIDT
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

April 23, 1987

In Reply Refer To
File No.:
PRO

The Honorable Mike Thorne
State Senator
S219 State Capitol
Salem, OR 97310

After its construction during the 1950's, the Enterprise to Lewiston Highway suffered a serious breakup in the Spring of 1983; in places, several hundred yards of asphalt highway simply turned into mud.

A contract project was quickly assembled and the 12-mile section, between the Forest Boundary and Buford Ridge was rebuilt that year at a cost of $2,600,000.

In 1985 another 8½-mile section was rebuilt at a cost of $2,100,000.

There are two major sections of the highway which need rebuilding. One is the portion down Buford Grade toward the Grande Ronde River on the north end and the section from Enterprise to Swamp Creek Road on the south end. As the Wallowa County Court points out, the southerly section is the most important and in the most need of attention. The project is not identified for construction in the Six-Year Highway Improvement Program; however, it is under development. The section is 17.4 miles in length and estimated to cost $2,000,000.

The Six-Year Program assigns a quantity of federal-aid funds for future fiscal years in the program. Our Region 5 Engineer has recognized the need for this project and has recommended it as one for consideration during the program update next spring.

The Wallowa County Court should speak to their priority during the next Six-Year Program Update. Our Region 5 Engineer Robert Hector will contact the Wallowa County Court when the Six-Year Program Update hearing is scheduled next spring.

Robert N. Bothman
Director

bc: Larry Rulien
Gary Potter
R. D. Hector

RDH:lm kkr rw

MIKE THORNE
UMATILLA, UNION AND WALLOWA COUNTIES

REPLY TO ADDRESS INDICATED:
☑ Senate Chamber
Salem, Oregon 97310
☐ Holdman Route, Box 505
Pendleton, Oregon 97801

1859

OREGON STATE SENATE
SALEM, OREGON
97310

April 7, 1987

Mr. Robert N. Bothman
Director, Oregon Department of Transportation
Transportation Building
Salem, Oregon 97310

Dear Bob:

Enclosed is a copy of a letter I received from the Wallowa County Court which describes a serious problem that exists on Highway 3.

The importance of this route to the agricultural and timber industry is paramount, and by way of this letter, I am asking that your Department review and consider the request in light of the upcoming workload for this construction season.

Please don't hesitate to contact me as soon as you have some ideas relative to how you might respond, as I look forward to working with you and the County in an attempt to maintain the integrity of this vital transportation link.

Thank you for your cooperation.

Sincerely,

Mike

Mike Thorne
State Senator

MT:kr

cc: Wallowa County Court
Mr. Don Peterson

Enclosure

RECEIVED
STATE HWY ENGR

APR 10'87

REFER TO
R. L. Hector

FOR

Info	Inves	R/D	D/R	Sign	Act	File
		X				

RECEIVED
DOT DIRECTOR

APR 0 [illegible]

REFER TO
[illegible]

FOR

Info	Inves	R/D	D/R	Sign	Act	File
		X				

WALLOWA COUNTY COURT

Office of the Judge
Phone:503-426-3586
State of Oregon **P.O. Box E** **Enterprise, Oregon 97828**

April 1, 1987

Senator Mike Thorne
Room S219 - State Capitol
Salem, Oregon 97310

Dear Mike:

Because Highway #3 in Wallowa County which runs north from Enterprise to the Washington border has been deleted from the federal aid to secondary road projects and deleted by the Oregon Department of Transportation as one of the highways to be repaired and improved in the next six years, the Wallowa County Court is requesting that you consider emergency funding for the repair of this highway from Enterprise to Snow Hollow Hill, a distance of approximately 15+ miles.

This is a major route for grain deliveries out of Wallowa County. The Wallowa County Grain Growers in the next 30 to 45 days will be shipping 7,000 tons of grain and they usually ship out 3,000 to 5,000 tons in the fall of each year to the Lewiston port area. We estimate that farmers in Wallowa County ship out an additional 6,000 to 7,000 tons over this same route during the year.

Helicopter logging is being conducted on the burn areas and this has increased logging truck traffic which is deteriorative to this highway. Highway closure forced decking of logs, longer load time and distance for this heli-logging operation.

Rogge Lumber, Wallowa, sends about 2,040 truck loads of chips per year over this route to Potlatch mill in Lewiston; Sequoia Forest Industries sends about 1,014 loads, or 15,470 dry tons of chips, over this highway each year, plus several logging contractors such as Kellerman, Dougherty, and various gypos haul over this route.

We feel this is a major lifeline for Wallowa County's economic well-being and that the improvement of this road in the near future is a must since it breaks up badly each spring and particularly so when we have had a bad winter. This necessitates the State Highway Divison placing load limits on the road during the time when grain would ordinarily be transported over this route.

We therefore are requesting you to give consideration to emergency funding or funding of some type which would reinstate this highway as one of the major projects to be accomplished in the near future.

Sincerely yours,

WALLOWA COUNTY COURT

LeRoy G. Childers
Judge

Vern B. [illegible]
Commissioner

Patricia R. Combes
Commissioner

LGC:sp

cc: Donald L. Peterson, President
Wallowa County Chamber of Commerce
PO Box L
Enterprise, Oregon 97828

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NUMBER 6-183

PROJECT REPORT NUMBER

MODIFICATION NUMBER 1

U.S. Department of Transportation
Federal Highway Administration

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

Form Approved; O M B No. 04-R2089

State Oregon

County Wallowa

Project Number F-83(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on May 4, 19 83, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 2,808,444	$ 2,638,168
Federal funds	$ 2,475,643	$ 2,325,545
Other revisions		

This modification is made for the following reasons: **to reflect a decrease in construction costs, and to release funds for use on other projects.**

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 19th day of June, 1985.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Donald L Trout
for Manager, Program Section
(Title)

XXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON JUNE 14, 1985

FEDERAL AID PROJECT NO. F-83(1)

BUFORD RIDGE RD.-FOREST BOUNDARY SEC.
ENTERPRISE-LEWISTON HIGHWAY
WALLOWA COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE 1000
ROADWAY (M.P. 5.10 to M.P. 17.36)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Aggr. Shlds.	$ 5.40	20,000	$108,000.00	14,450	$ 78,030.00
Cement for Treated Base	61.00	8,000	488,000.00	5,475	333,975.00

Decrease	$ -183,995.00
Subtotal as on estimate of June 22, 1983	2,496,395.00
Subtotal	$2,312,124.00
Engineering	326,044.00
Total	$2,638,168.00

RETAINED IN PROGRAM

Slide Correction	All Required	$ 5,000.00
Clean Ditches	All Required	5,000.00

Length of Project	12.26 mi.
Cost of Roadway Per Mile	$ 215,184.99

Federal Funds (88.15%)	$2,325,545.00
State Funds	312,623.00
Total	$2,638,168.00

Group 1	100%
Contract No.	9655
Prefix:	32-1404 (P.E.)
Prefix:	32-1053
Appn Code:	010

DDB:bkb

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 7-5	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT**	State Oregon County Wallowa Project No. F-83 (1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Buford Ridge Rd-Forest Boundary Section

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	5-4-83	12.26
OTHER *(Specify)*		

FUNDS Pro Rata: 88.15%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 2,808,444.00	$ 2,475,643.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

xx For: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

for [illegible] E. WILKEN
Division Administrator

Date executed by Division Administrator [illegible]

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon June 22, 1983

Federal-Aid Project
No. F-83(1)

Buford Ridge Road-Forest Boundary Section
Enterprise-Lewiston Hwy. in Wallowa County

PROJECT AGREEMENT ESTIMATE

Type Code I000
Roadway (M.P. 5.10-M.P. 17.36)

Mobilization		All Required		$205,000.00
Temporary Protection and Direction of Traffic		All Required		10,000.00
Temporary Signs	290	Sq. Ft.	20.00	5,800.00
Temporary Barricades	4	Each	50.00	200.00
Flagmen	1,600	Hour	10.00	16,000.00
Pilot Car	750	Hour	30.00	22,500.00
Removal of Structures and Obstructions		All Required		2,000.00
General Excavation	10,515	Cu. Yd.	4.00	42,060.00
Watering	700	M-Gal.	16.00	11,200.00
Aggregate Shoulders	20,000	Ton	5.40	108,000.00
Cement Treated Base	195,000	Sq. Yd.	1.25	243,750.00
Cement for Treated Base	8,000	Ton	61.00	488,000.00
Aggregate for Treated Base	90,000	Ton	4.50	405,000.00
Asphalt in Chip Seal	400	Ton	155.00	62,000.00
Aggregate in Chip Seal	3,500	Ton	12.00	42,000.00
Emulsified Asphalt Concrete Mixture	45,000	Ton	7.50	337,500.00
Emulsified Asphalt in Mixture	2,900	Ton	154.00	446,600.00
Aggregate in Sand Choke Seal	1,750	Ton	10.00	17,500.00
Asphalt in Tack Coat	125	Ton	1.00	125.00
Guard Rail, Type 2A	450	Lin. Ft.	14.00	6,300.00
Guard Rail Anchors, Type 1	6	Each	325.00	1,950.00
Rail End Pieces, Type C	6	Each	85.00	510.00
Extra for Asphalt Approaches	16	Each	150.00	2,400.00
				$2,476,395.00

Anticipated Items

Permanent Pavement Striping	All Required	15,000.00
Temporary Erosion Control	All Required	5,000.00
		$ 20,000.00

Subtotal	$2,496,395.00
Engineering	312,049.00
Total	$2,808,444.00

Retained in Program Status

Slide Correction	All Required	$ 5,000.00
Clean Ditches	All Required	5,000.00

Length of Project ------------------	12.26 miles
Cost of Roadway Per Mile	$229,073.74

Federal Funds (88.15%)	$2,475,643
State Funds	332,801
Total	$2,808,444

Group 1: 100%
Contract No. 9655
Prefix 32-1404 (P.E. only)
Prefix 32-1053

Buford Ridge Road-Forest Boundary Section
(Nonparticipating-State Work)

Single Mailbox Supports	4 Each	85.00	$340.00

STATE COPY

rll

cc. OSHD (Coulter)

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 3	COUNTY Wallowa	DIVISION Oregon
DATE OF REPORT 2/4/85	REPORT MADE BY D. B. Carter, Area Engineer		PROJECT NO. F-83(1)
COMPLETION DATE (Actual) 10/20/83	ACCEPTANCE DATE BY CONRTACT AGENCY 4/23/84	TIME ELAPSED N/A %	CONTRACT TIME Specified completion date of 7/15/84

LOCATION Beginning at M.P. 51 on the Enterprise - Lewiston Highway (signed Route 3) and extending southerly to M.P. 17.36, approximately 23 miles north of the City of Enterprise, Wallowa County, Oregon.

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)

A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

BUFORD RIDGE ROAD - FOREST BOUNDARY SECTION
ENTERPRISE - LEWISTON HIGHWAY
Base & Paving

This project provided for the reconstruction of 12.26 miles of the Enterprise - Lewiston Highway.

The final cost of the original contract items was $2,445,494.52 or a 1.28 percent underrun of the contract bid amount of $2,476,735.

The final cost of the project including all project changes and engineering was $2,630,739.49, or a 7.2 percent underrun of the project authorization of $2,820,076.88.

All participating work has been completed.

NOTED
W. E. SCHWARTZ

cy
2/14

RECEIVED
STATE HWY ENGR
FEB 12 '85
REFER TO
Fredrickson
FOR

Info	[illegible]	R/D	D/R	Sign	Act	File

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE D. B. Carter Original Signed by D. B. Carter Area Engr.		SIGNATURE G. K. Hossner Original Signed by G. K. HOSSNER Field Operations Engineer	
TITLE Area Engineer	DATE 2/11/85	TITLE Field Operations Engineer	DATE 2/12/85

November 26, 1984

United Pacific Insurance Co.
PO Box 1788
Eugene, OR 97440

CON 5
#9655

Gentlemen or Ladies:

On November 13, 1984, we wrote to you concerning release of final payment on Contract No. 9655 awarded to Western Mixing Co. for work on the Buford Ridge Road-Forest Boundary Section of the Enterprise-Lewiston Highway in Wallowa County.

Final payment on this contract is $1,000.00. The total contract amount is $2,468,695.70 including $19,455.29 for work performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm
cc: Western Mixing Co.
PO Box 7335
Eugene, OR 97440

United Pacific Insurance Co.
Bond Department
33405 8th Ave. So. C-3000
Federal Way, WA 98003

bc: C. O. Fredrickson
Walt Hart
Robert D. Hector

9655

STATE OF OREGON **INTEROFFICE MEMO**

Contract Payments 378-6594 FILE: CON 5

TO: Robert Gormsen
Manager, Commission Services

DATE: November 2, 1984

FROM: Wendell E. Schwartz
W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 9655, On Site Work Substantially Completed October 20, 1983

All Work Completed December 2, 1983

Project Buford Ridge Rd.-Forest Boundary

Highway Enterprise-Lewiston

County Wallowa

Type of Work Base and Paving

Contractor Western Mixing Co.

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

November 8, 1984 - Letter written to surety.

noted RWGormsen

RECEIVED
NOV 7 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1367

Contains Recycled Materials

//

ROAD DESIGN SECTION

DES 16

Joseph A. Schlieski
Project Manager

September 27, 1984

Norman L. Henry
Design Supervisor

Buford Ridge Rd.-Forest Boundary Sec.
Enterprise-Lewiston Highway
Wallowa County

This letter acknowledges receipt of your construction narrative report.

We appreciate receiving your report as it will be halpful to us in the preparation of future construction plans.

NLH:bn

bcc: N. Henry
mb

May 23, 1984

R-D Mac, Inc.
PO Box 1086
LaGrande, OR 97850

CON 5
#9655

Attention: Harry T. Collman

Gentlemen:

Thank you for your letter of May 2, 1984, addressed to Joe Schlieski stating that Western Mixing Company owes you approximately $65,000.

This appears to be in connection with a previous claim filed in October 1983 against Contract No. 9655 with Western Mixing Co., for work on Buford Ridge-Forest Boundary Section of the Enterprise-Lewiston Highway in Wallowa County.

This information will be noted in our records and we will advise the surety and the contractor.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

FKN:kjm

cc: Western Mixing Co.
PO Box 7335
Eugene, OR 97401

United Pacific Insurance Co.
PO Box 1788
Eugene, OR 97440

United Pacific Insurance Co.
Bond Department
33405 8th Ave. So. C-3000
Federal Way, WA 98003

5/24/84
km

bc: Joe Schlieski

R-D MAC INC.
P. O. BOX 1086 – PH. 963-8601
LA GRANDE, OREGON 97850

May 2, 1984

Joe Schlieski, Resident Engineer
Oregon State Highway Department
2204 Jefferson
La Grande, OR 97850

RE: Buford Ridge Road
Forest Boundary Contract No. 9655

Dear Joe:

This is to advise you that Western Mixing Company owes R. D. Mac, Inc. approximately $65,000.00 on the above contract. Please make this information part of your records.

Sincerely,

Harry T. Collman

Harry T. Collman

cc/ Warner V. Wasley, Attorney
cc/ Western Mixing Company

HTC/jhc

RECEIVED
MAY -9 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

11

1 Versteeg ✓
Anderson
2 Adams ✓
4 Macnab
5 Stoudenmeyer
Terpin
Trout
Wrangle

RECEIVED
DEC 8 1983
ROAD DESIGN SECTION

STATEMENT OF OVERRUNS AND UNDERRUNS

Project: Buford Ridge Rd. - Forest Boundary		Contract No.:	9655
Highway: Enterprise - Lewiston		Prefix:	32-1053
County: Wallowa		F.A. No.:	F-83(1)

Item No.	Item	Unit	Original	Semifinal	± %
	SUMMARY				
	Bid Items	$	2,476,735.00	2,449,217.45	-1.1
	Anticipated Items	$	30,000.00	34,455.29	+14.9
	Contingencies	$	112,803.08	1,500.00	-98.7
	Engineering	$	200,538.80	150,000.00	-25.2
	Total	$	2,820,076.88	2,635,172.74	

All substantial changes were evaluated and only those listed below meaningfully affected the total project cost.

INDIVIDUAL OVERRUNS AND UNDERRUNS

Item No.	Item	Unit	Original	Semifinal	± %
3	Temporary Signs	Sq. Ft.	290	667.3	+130.1
	Signs required were under estimated during location of this project.				
5	Flagmen	Hr.	1,600	1,835	+14.7
	Due to contractors operations, more flagging was required than anticipated.				
8	General Excavation	Cu. Yd.	10,515	3,363.3	-68
	Item was reduced due to a grade change Sta. 340 - 490 in liew of dig outs.				
9	Watering	M-Gal	700	3,962.6	+466.1
	Due to the short completion time limit on the base course of pavement the traffic was on aggregate base throughout the project. This resulted in very dusty conditions causing more watering than anticipated.				
10	Aggregate Shoulders	Ton	20,000	14,450.4	-27.7
	Item was underrun due to excess aggregate for treated base was used for rock slopes.				
12	Cement for Treated Base	Ton	8,000	5,477	-32
	Cement was estimated at 7%, reduced to 5% during construction.				
13	Aggregate for Treated Base	Ton	90,000	104,981.81	+16.6
	See [illegible] Item No. 10				

5

November 23, 1983

R. D. Mac, Inc.
PO Box 1086
La Grande, OR 97850

CON 5
#9655

Attention: Julie Campbell

Gentlemen or Ladies:

Thank you for your letter of November 15 advising that the claim against Western Mixing Company is now $61,948.41.

This is in connection with Contract No. 9655 for work on the Buford Ridge Road-Forest Boundary Section of the Enterprise-Lewiston Highway in Wallowa County.

This information is being noted in our records and we will advise the surety and the contractor.

Sincerely,

FD
12-2-83

Robert W. Gormsen
COMMISSION SERVICES

FKM:kjm

cc: United Pacific Insurance Co.
Bond Department
33405 8th Ave. So. C-3000
Federal Way, WA 98003

United Pacific Insurance Co.
PO Box 1788
Eugene, OR 97440

Western Mixing Company
PO Box 7335
Eugene, OR 97401

R-D MAC INC.
P. O. BOX 1086 – PH. 963-8601
LA GRANDE, OREGON 97850

November 15, 1983

Joe Schlieski, Resident Engineer
Oregon State Highway Division
2204 Jefferson
La Grande, OR 97850

RE: Buford Ridge Contract
#9655

Dear Joe:

This is to advise that the claim against Western Mixing on the above contract is now $61,948.41.

Thank you for your cooperation in this matter.

Sincerely,

Julie Campbell

Julie Campbell

JHC/pers.

RECEIVED
NOV 18 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

11/16/83

October 31, 1983

R. D. Mac, Inc.
P. O. Box 1086
La Grande, OR 97850

CON_5
#9655

Attention: Julie Campbell

Gentlemen or Ladies:

Thank you for your letter of October 21 stating that you have received $56,891.20 from Western Mixing Company and the total amount of your claim is now $191,597.73.

This is in connection with Contract No. 9655 for work on the Buford Ridge Road-Forest Boundary Section of the Enterprise-Lewiston Highway in Wallowa County.

This information is being noted in our records and we will advise the surety and the contractor.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

FKN:dc

cc: United Pacific Insurance Co.
Bond Department
33405 - 8th Avenue So. C-3000
Federal Way, WA 98003

United Pacific Insurance Co.
P. O. Box 1788
Eugene, OR 97440

Western Mixing Company
P. O. Box 7335
Eugene, OR 97401

R-D MAC INC.
P. O. BOX 1086 – PH. 963-8601
LA GRANDE, OREGON 97850

October 21, 1983

Joe Schlieski, Resident Engineer
Oregon State Highway Division
2204 Jefferson
La Grande, OR 97850

RE: Buford Ridge Contract
Contract #9655

Dear Joe:

This is to advise you that we have received $56,891.20 from Western Mixing since my letter of October 17, 1983 wherein we made claim against the above contract. Our claim is now $191,597.73.

Sincerely,

Julie Campbell
R. D. Mac, Inc.

by Julie Campbell

JHC/pers.

RECEIVED
OCT 28 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

10/24/83

9655

Report #19 FINAL

FORM 734-3001 OREGON STATE HIGHWAY DIVISION **FIELD ENGINEER'S WEEKLY REPORT** FOR CONSTRUCTION PROJECTS ONLY CONSTRUCTION AND BRIDGE SECTION	SECTION Buford Ridge Rd. - Forest Boundary	WEEK ENDING Oct. 29, 1983
		SECTION PREFIX 32-1053
	HIGHWAY Enterprise - Lewiston	COUNTY Wallowa
NAME OF JOB	KIND OF WORK Base and Paving	
CONTRACTOR Western Mixing Co.	CONTRACT NUMBER 9655	FEDERAL AID PROJECT NUMBER F-(83)-1
DATE OF CONTRACT June 3, 1983	DATE WORK STARTED June 15, 1983	ESTIMATED COMPLETION DATE
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS SPECIFIED CALENDAR DAYS (407)	WORK DAYS USED CALENDAR DAYS USED (135)
PROJECT AUTHORIZATION: $ 2,820,077	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 35
EXCLUSIVE OF ENGINEERING: $ 2,619,539	ENGINEERING AUTHORIZATION $ 200,538	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 2,487,238	ENGINEERING COST TO DATE $ 146,000	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 99
ESTIMATED PERCENT: OVERRUN / UNDERRUN 4.7 %	PERCENT OF AUTHORIZATION 73 %	DATE PROJECT WAS COMPLETED: Oct. 21, 1983

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
			100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	12.3	12.3			12.3
MILES PARTIALLY COMPLETED					
MILES COMPLETED	12.3	12.3			12.3
TOTAL ESTIMATED QUANTITIES (CONTRACT)	10,515	110,000			45,000
TOTAL QUANTITIES CORRECTED TO DATE	3,363	119,436			46,385
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	3,363	119,436			46,385
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

K

RECEIVED

OCT 31 1983

CONSTRUCTION SECTION

CE
CAE
FCE
OCS
SCS
ESO
OM
CA
LS
TC
FE
CP

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No activity this week
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Project completed Oct. 21, 1983

Semi-final to region 11-5-83

SIGNED Joseph A. Schlieski LOCATION La Grande

Joseph A. Schlieski

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

9655 CL 83-219

files 5

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
OCT 27 1983
NORMA PAULUS
SECRETARY OF STATE

October 25, 1983

IN REPLY REFER TO
FILE NO.:
CON 5
#9655

R-D Mac, Inc.
PO Box 1086
LaGrande, OR 97850

Attention: Harry T. Collman

Gentlemen or Ladies:

This will acknowledge your letter of October 17, 1983, to Joe Schlieski filing a claim against the following Highway Division contract.

FILED BY:	R-D Mac, Inc.
AMOUNT:	$248,488.93
FOR:	Crushing rock
AGAINST (Prime contractor)	Western Mixing Co.
CONTRACT NO.:	9655
PROJECT:	Buford Ridge Road-Forest Boundary Section, Enterprise-Lewiston Highway, Wallowa County
SURETY:	United Pacific Insurance Co.
AGENT:	Ward Insurance Agency

We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office (121 Transportation Building, Salem, OR 97310) when your claim has been paid.

Sincerely,
ORIGINAL SIGNED
ROBERT W. GORMSEN
Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
OCT 28 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: United Pacific Insurance Co.
Bond Department
33405 8th Ave. So. C-3000
Federal Way, WA 98003

United Pacific Insurance Co.
PO Box 1788
Eugene, OR 97440

Western Mixing Co.
PO Box 7335
Eugene, OR 97401

noted on Card
10-31-83 ke

✓bc: Secretary of State -
Please acknowledge receipt
of the attached claim on the
enclosed copy of this letter.

STATE OF OREGON **INTEROFFICE MEMO**

TO: Commission Services
Robert Gormsen

DATE: October 18, 1983

FROM: Joe Schlieski

SUBJECT: Buford Ridge Road - Forest Boundary Sec.
Enterprise - Lewiston Highway
Wallowa County
Contract 9655

Attached find letter of claim against the subject Contract from R-D MAC, Inc.

cc: Western Mixing Co.
Construction Section
Region
file

RECEIVED
OCT 21 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Contains Recycled Materials

R-D MAC INC.
P. O. BOX 1086 – PH. 963-8601
LA GRANDE, OREGON 97850

October 17, 1983

Joe Schlieski, Resident Engineer
Oregon State Highway Division
2204 Jefferson
La Grande, OR 97850

RE: Buford Ridge Contract
Contract #9655

Dear Joe:

We are making claim against the above contract #9655 in the amount of $248,488.93.

Please take appropriate action.

Sincerely,

Harry T. Collman

Harry T. Collman

HTC/jhc

10/17/83

R-D MAC INC.
P. O. BOX 1086 – PH. 963-8601
LA GRANDE, OREGON 97850

October 12, 1983

Joe Schlieski, Resident Engineer
Oregon State Highway Division
2204 Jefferson
La Grande, OR 97850

RE: Buford Ridge Contract

Dear Joe:

This is to inform you that the amount due for the crushi [illegible]
rock on the above contract is not be [illegible]
The contract for the crushing calls f [illegible]
crushed and to date we have only rece [illegible]
telephone conversation yesterday with [illegible]
less hopeful about their release of fu [illegible]
I will appreciate any help you can giv [illegible]

Sincerely,

Harry T. Collman

Harry T. Collman

HTC/jhc

cc/Western Mixing

RECEIVED
OCT 21 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

10/14/83
JPA

R-D MAC INC.
P. O. BOX 1086 – PH. 963-8601
LA GRANDE, OREGON 97850

October 12, 1983

Joe Schlieski, Resident Engineer
Oregon State Highway Division
2204 Jefferson
La Grande, OR 97850

RE: Buford Ridge Contract

Dear Joe:

This is to inform you that the amount due for the crushing of the rock on the above contract is not being paid in a timely manner. The contract for the crushing calls for $480,000.00 for the rock crushed and to date we have only received $150,000.00. After my telephone conversation yesterday with Western Mixing, I feel even less hopeful about their release of funds due us.

I will appreciate any help you can give me in this matter.

Sincerely,

Harry T. Collman

Harry T. Collman

HTC/jhc

cc/Western Mixing

RECEIVED
OCT 21 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

10/14/83
gph

OREGON STATE HIGHWAY DEPARTMENT

TO: Commission Services - Bob Gormsen

SUBJECT: Buford Ridge Rd.-Forest Boundary Sec. #9655

FROM:
Joe Schlieski
P. O. Box 850
La Grande, Oregon 97850

DATE: October 18, 1983

Attached find letter of claim on the subject contract against R-D MAC, Inc.

claim already filed 10-14-83

cc: Construction Section
Region
file

Joseph H. Schlieski
(SIGNATURE)

PLEASE REPLY HERE

RECEIVED
OCT 21 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CC: ______________________ ______________________ (SIGNATURE) ____________ (DATE)

1. SENDER SHOULD DETACH SHEET NO. 4 AND HOLD UNTIL REPLY IS RECEIVED, LEAVING 1ST 2 CARBONS INTACT.
2. ADDRESSEE SHOULD REPLY, DETACHING SHEETS, RETAINING SHEET NO.1 AND RETURNING SHEET NO. 3 TO SENDER.
3. SHEET NO. 2 MAY BE USED AS INFORMATIONAL CARBON COPY OR DESTROYED.

1

NOTICE OF CLAIM PURSUANT TO ORS 279.526

TO: STATE OF OREGON, by and through its Transportation Commission:

NOTICE IS HEREBY GIVEN that the undersigned, BOISE PAVING & ASPHALT COMPANY, Boise, Idaho, has a claim for equipment rental and services associated with gravel crushing in the sum of $248,489.01 against the bond taken from Western Mixing Company and Sureties upon the bond for the work of contract number 9655, Buford Ridge Road--Forest Boundary Section of the Enterprise--Lewiston Highway in Wallowa County, dated June 3, 1983.

DATED This 14 day of October, 1983.

Gary L. Gillette

BOISE PAVING & ASPHALT COMPANY
by Gary Gillete, President of
Boise Paving & Asphalt Company

RECEIVED
OCT 21 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

STOPPELLO & MERRIS
ATTORNEYS AND COUNSELORS AT LAW
620 WEST HAYS STREET
BOISE, IDAHO 83702

FRANK W. STOPPELLO
J. D. MERRIS

TELEPHONE
(208) 336-1020

October 14, 1983

Western Mixing Company
P.O. Box 7335
Eugene, Oregon 97401

Re: Claims Associated With Wallowa County Road Projects

Gentlemen:

Pursuant to ORS 279.526, Boise Paving & Asphalt Company of Boise, Idaho, hereby provides you notice of his claim against R.D. MAC, Inc. of La Grande, Oregon for equipment rental and services associated with gravel crushing for the contract number 9655 let by the State of Oregon, by and through its transportation commission for basement paving of the Buford Ridge Road-Forest Boundary Section of the Enterprise Lewiston Highway in Wallowa County, Oregon. Western Mixing Company is the contractor on this project, and R.D. MAC, Inc. is Western Mixing Company's subcontractor.

As of the date of this notice, R.D. MAC, Inc. owes Boise Paving & Asphalt Company the amount of $248,489.01 for the equipment rental and services provided to the project.

Sincerely,

J. D. MERRIS
Attorney at Law

JDM/mac

cc: Boise Paving & Asphalt Co.
Attn: Gloria

RECEIVED
OCT 21 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9655

1859

CL 83-216

files

FILED
[illegible]
NORMA PAULUS

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

October 18, 1983

IN REPLY REFER TO
FILE NO.:

CON 5
#9655

Stoppello & Morris
Attorneys at Law
620 West Hays Street
Boise, ID 83702

Attention: Margaret A. Cook
Secretary

Gentlemen or Ladies:

This will acknowledge your letter of October 14, 1983, with attached Notice of Claim from Boise Paving and Asphalt Company concerning the following Highway Division contract:

FILED BY:	Boise Paving & Asphalt Company
AMOUNT:	$248,489.01
FOR:	Equipment rental and services associated with gravel crushing
AGAINST (Prime contractor):	Western Mixing Co.
SUBCONTRACTOR:	R. D. Mac, Inc.
CONTRACT NO.:	9655
PROJECT:	Buford Ridge Road-Forest Boundary Section, Enterprise-Lewiston Highway, Wallowa County
SURETY:	United Pacific Insurance Co.
AGENT:	Ward Insurance Agency

We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Noted for Card
10-21-83 dc

731-0188

COPY

Please advise this office when your client's claim has been paid. Our address is 121 Transportation Building, Salem, OR 97310. We are returning a copy of the claim which bears our received stamp.

Sincerely,

Robert Gormsen

Robert W. Gormsen
COMMISSION SERVICES

Att.

cc: United Pacific Insurance Co.
Bond Department
33405 - 8th Avenue So. C-3000
Federal Way, WA 98003

United Pacific Insurance Co.
P. O. Box 1788
Eugene, OR 97440

Western Mixing Co.
P. O. Box 7335
Eugene, OR 97401

bc: ✓ Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

RECEIVED
OCT 21 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

STOPPELLO & MERRIS
ATTORNEYS AND COUNSELORS AT LAW
620 WEST HAYS STREET
BOISE, IDAHO 83702

FRANK W. STOPPELLO
J. D. MERRIS

TELEPHONE
(208) 336-1020

October 14, 1983

Transportation Commission
State Highway Building
Attn: Notice of Claims, ORS 279.526
Bob Gormsen
Commission Service
Room 12
Salem, Oregon 97310

Re: Claims associated with Wallowa County Road Projects

Dear Mr. Gormsen:

Enclosed please find an original and one copy of a Notice of Claim Pursuant to ORS 279.526 regarding the above-entitled matter. Would you please file the original with the appropriate division and return to us in the provided self-addressed, stamped envelope, a conformed copy.

Also, enclosed is a copy of a letter sent to the Western Mixing Company regarding the above same. If you have any questions, please contact this office.

Sincerely,

Margaret A. Cook

Margaret A. Cook
Secretary

mac

Enclosures

RECEIVED
OCT 17 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTICE OF CLAIM PURSUANT TO ORS 279.526

TO: STATE OF OREGON, by and through its Transportation Commission:

NOTICE IS HEREBY GIVEN that the undersigned, BOISE PAVING & ASPHALT COMPANY, Boise, Idaho, has a claim for equipment rental and services associated with gravel crushing in the sum of $248,489.01 against the bond taken from Western Mixing Company and Sureties upon the bond for the work of contract number 9655, Buford Ridge Road--Forest Boundary Section of the Enterprise--Lewiston Highway in Wallowa County, dated June 3, 1983.

DATED This 14 day of October, 1983.

Gary L. Gillette

BOISE PAVING & ASPHALT COMPANY
by Gary Gillete, President of
Boise Paving & Asphalt Company

RECEIVED
OCT 17 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

STOPPELLO & MERRIS
ATTORNEYS AND COUNSELORS AT LAW
620 WEST HAYS STREET
BOISE, IDAHO 83702

FRANK W. STOPPELLO
J. D. MERRIS

TELEPHONE
(208) 336-1020

October 14, 1983

Western Mixing Company
P.O. Box 7335
Eugene, Oregon 97401

Re: Claims Associated With Wallowa County Road Projects

Gentlemen:

Pursuant to ORS 279.526, Boise Paving & Asphalt Company of Boise, Idaho, hereby provides you notice of his claim against R.D. MAC, Inc. of La Grande, Oregon for equipment rental and services associated with gravel crushing for the contract number 9655 let by the State of Oregon, by and through its transportation commission for basement paving of the Buford Ridge Road-Forest Boundary Section of the Enterprise Lewiston Highway in Wallowa County, Oregon. Western Mixing Company is the contractor on this project, and R.D. MAC, Inc. is Western Mixing Company's subcontractor.

As of the date of this notice, R.D. MAC, Inc. owes Boise Paving & Asphalt Company the amount of $248,489.01 for the equipment rental and services provided to the project.

Sincerely,

J. D. MERRIS
Attorney at Law

JDM/mac

cc: Boise Paving & Asphalt Co.
Attn: Gloria

RECEIVED
OCT 17 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

rll 4655

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-83(1)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Wallowa

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 30088

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 7/1/83

8. FEDERAL ROUTE NUMBER Primary 83

9. STATE ROUTE NUMBER Primary 11

10. GENERAL LOCATION:

Buford Ridge Road - Forest Boundary Section

11. GENERAL DESCRIPTION OF WORK

Relocate and replace speed monitoring loops

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON ~~AN AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 7/1/83 as requested in Mr. Keasey's letter of 7/27/83 as being cost effective for the use of State Forces to proceed with the above work. State Force Order No. 2 is approved for a TEC of $1,500 Federal Funds $1,322.

RECEIVED
STATE HWY ENGR
AUG 9 '83
REFER TO Potter
FOR
Info Inves R/D D/R Sign Act File

Orig to
8/10

14. DATE 8/4/83

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

rll

OSHD (Coulter)

Region (HCM-010)

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FE L HIGHWAY ADMINSTRATION

INITIAL REPORT

REGION NO. 10	**REPORT NO.** 1	**COUNTY** Wallowa	**DIVISION** Oregon
DATE OF INSPECTION 7/20/83	**INSPECTION MADE BY** David B. Carter, Area Engineer		**PROJECT NO.** F-83(1)

IN COMPANY WITH

J. Schlieske, Project Manager; OSHD

LOCATION

Beginning at M.P. 5.1 on the Enterprise-Lewiston Highway (signed Route 3) and extending southerly to M.P. 17.36, approximately 23 miles north of the City of Enterprise, Wallowa County, Oregon

CONTRACTOR NAME AND ADDRESS

Western Mixing Company, P.O. Box 7335, Eugene, Oregon 97401

AWARD DATE June 3, 1983	**CONTRACT AMOUNT** $2,476,735	**TIME ALLOWED** a) Aug. 31, 1983 b) Sept. 30, 1983 c) July 15, 1984	**TIME STARTED** --------	**WORK STARTED** June 15, 1983
QUALITY OF WORK Satisfactory	**PROGRESS OF WORK** Satisfactory	**TIME ELAPSED** 13	**WORK COMPLETED** 15	

REMARKS

BUFORD RIDGE ROAD-FOREST BOUNDARY SECTION
ENTERPRISE-LEWISTON HIGHWAY
Base and Paving

This project provides for the reconstruction of 12.26 miles of the Enterprise-Lewiston Highway. This section of the hgihway suffered extreme breakup of the pavement this spring.

Work Completed

Grading	29%	complete
Base	36%	

NOTED
W. E. SCHWARTZ

Work in Progress

Blade shaping rock surfacing on the north end of the project.

Subcontractor producing aggregates for treated base and chip seal.

Comments

The contractor has approximately ten miles of the project under some phase of construction with the north end of the project ready for cement treatment work. It is anticipated that the cement treatment work can begin this week. Rainy weather has caused some delay in this work.

RECEIVED
STATE HWY ENGR
AUG 16 '83
REFER TO
Keasey
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Form FHWA-1446 (12-73) Formerly PR-33 A Previous Editions of PR-33A will Not Be Used.

The plans call for dig outs in some soft areas. At some locations it has been found to be beneficial to raise the grade rather than subgrade the area.

The test reports for the materials produced to date were reviewed. The materials are in substantial conformance with the specifications.

This project has three contract times, they are:

1. Base course paving completion August 31, 1983
2. Chip seal on all work done under (1) above September 30, 1983
3. All work completed by July 15, 1984.

96 11

STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO

DES 16

TO: Memo to the Files

DATE: July 8, 1983

FROM: Don
Donald L. Trout
Final Project Coordinator

SUBJECT: Contract No. 9655
Buford Ridge Rd.-Forest Boundary Section
Enterprise-Lewiston Highway
Wallowa County

✓ Versteeg ✓
Anderson
Adams
Macnab
Stoudenmeyer
Terpin
✓ Trout
Wakerlig

RECEIVED
JUL 8 1983
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up ..../..../....
Action

I received a call from Mr. Paul Lawson, Mined Land Reclamation Office, Department of Geology & Mineral Industries on July 7, 1983.

Paul advised me that the surface mining permit for the contractor furnished material source on the above project had not been issued. The contractor was not authorized, Paul said, to do any work except the removal of trees until the permit was issued.

I relayed this information to Mr. William Anhorn by phone.

DLT:rw

cc: R. D. Hector

81-125-1387

STATE OF OREGON
HIGHWAY DIVISION - LOCATION UNIT

INTEROFFICE MEMO
LOC 16

Forest Bdry-Enterprise
MP17 to 43 ±

RECEIVED
STATE HWY ENGR
JUN 8 '83
DATE
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

NOTED
W. E. SCHWARTZ

June 1, 1983

☐ RE ☐ RCE ☐ RME ☐ ROE
☒ RFA ☐

JUN 06 1983
RECEIVED
REGION 5 OFFICE

TO: Frank E. Terpin
Location Engineer

FROM: John T. Scofield
Surfacing Design Engineer

SUBJECT: Recommendations for the
Enterprise-Lewiston Highway

The condition of the Enterprise-Lewiston Highway is very poor. The section from M.P. 5.5 to M.P. 17.36 (N. Forest Boundary) is now under contract for reconstruction.

The rest of the highway is also in need of rehabilitation. There are areas of broken pavement and gravel sections all the way from Enterprise to the Washington State Line.

We attribute most of this damage to the hauling of chips to Lewiston. The majority of the problems are in the northbound lane. I observed several chip trucks when I was over the section on 5/17/83. They have been hauling chips for several months.

There is log hauling over this route, but they usually are not hauling logs during the periods of thawing and when there is rain.

We have some deflections on the entire route. From the deflections, and my recent observations, I make the following recommendations:

1) M.P. 17.36 (N. Forest Boundary) to M.P. 29.55 (S. Forest Boundary), repair approximately 5% of the existing roadbed with 20 inches of Aggregate Base, and overlay with 4 inches of Open-Graded Emulsion Mix. Approximately 1½ inches of O.G.E.M. will be needed, in addition, to restore the proper crown and superelevations.

2) M.P. 29.55 (S. Forest Boundary) to M.P. 42.7 (Enterprise), repair approximately 5% of the existing roadbed with 18 inches of Aggregate Base, and overlay with 5.0 inches of Open-Graded Emulsion Mix. This section also needs an allowance of about 1½ inches of O.G.E.M. for leveling.

From observations of the rate of deterioration on this highway, I would suggest that delay of this work for more than a year or so, with the continued hauling of chips, will result in the need for complete reconstruction, such as is under contract from Buford Ridge Road to the Forest Boundary.

JTS:ge

bc J. T. Scofield
cc Robert Hector

cy W. E. Schwartz
For your info. Proposed Forest Hwy Project.
Roger

cy [illegible]

Contains Recycled Materials

r11

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-83(1)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Wallowa

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 30088

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 5/4/83

8. FEDERAL ROUTE NUMBER Primary 83

9. STATE ROUTE NUMBER Primary 11

10. GENERAL LOCATION:

Buford Ridge Road - Forest Boundary Section

11. GENERAL DESCRIPTION OF WORK

Base and paving

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☒ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

☒ OTHER *(Specify)*

Permanent Pavement Striping S.F.	$15,000
Temporary Erosion Control	$ 5,000

13. REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Potter's 5/2/83 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $3,113,223 Federal funds $2,744,306.

A signed copy of the Title Sheet is returned herewith.

RECEIVED
STATE HWY ENGR
MAY 16 '83
REFER TO Potter
FOR
Info Invest R/D

14. DATE 5/4/83

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

4155 8

U.S. Department of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project F-83(-)
Buford Ridge Road-Forest Service Boundary
Enterprise-Lewiston Highway

Date: April 29, 1983

From: Division Administrator

Reply to Attn. of: HFO.4/5-OR

To: Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

**NOTED
H.S. COULTER**

We have reviewed Mr. Adams' request of April 25, 1983 to provide for the use of varying shoulder widths on this project. We understand that the shoulder width would be reduced in those areas where it would be difficult to obtain the full planned width of 28 feet without extensive grading.

We concur in your request. Our concurrence is based on the 3R nature of the work and the lack of any significant accident history relating to the present roadway width which is considerably narrower.

The shoulder width changes should be made by tapering the change over a reasonable distance to provide for a smooth transition.

G. K. [illegible]
for Dale E. Wilken

cc:
OSHD (D E Swan)
OSHD (D R Adams)

RECEIVED
STATE HWY ENGR
MAY 3 '83
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

cy [illegible]
5/3

16E5

8

STATE OF OREGON
Highway Division

INTER-OFFICE MEMO

LOC 16-3
32-1404

TO: J. H. Versteeg
Design Engineer

DATE: April 27, 1983

FROM: John T. Scofield
Surfacing Design Engineer

SUBJECT: Surfacing Design for Buford Ridge Rd. - Forest Service Boundary Sec.
Enterprise - Lewiston Highway
Wallowa County

The surfacing design for this project is 12 inches of Treated Base (Existing Roadbed) and 5 inches of Emulsified Asphaltic Concrete Pavement. I have investigated the use of emulsion for the mixed in place treated base and have determined that it is suitable. Either Portland Cement or Emulsion can be used to achieve a treated base with a CBE of 1.5:1.

The two alternates are very similar in mixing. Both alternates require the addition of 4 inches of new aggregates, and the removal and replacement of 5,000 cubic yards of unsuitable material prior to treatment. The emulsion alternate eliminates the need for a curing seal.

The current estimate for the project, with the Portland Cement Treated Base, does not include the 5,000 cubic yards of excavation and new aggregate. The estimate also has 3,900 tons of Portland Cement, instead of 7,100 tons that is needed. The estimated unit cost for Cement Treated Base is \$2.60 per Yd^2. Based on recent projects for in place treatment, \$1.25 per Yd^2 would be much more realistic.

The current estimate should be adjusted by:

1)	Excavation Unsuitable Material	+ \$25,000
2)	Addition Aggregates	+ \$35,000
3)	Cement in Treated Base	+ \$224,000
4)	Treated Base - Mixing	- \$260.000

These adjustments do not include the percentages normally added on.

The emulsion treated base option requires 6,500 tons of emulsion at \$200/ton, and would eliminate the Chip Seal on 195,000 Yd^2 at \$0.50 per Yd^2.

The Emulsion Treated Base option is estimated to cost about \$700,000 (plus percentage add-ons) more than the Portland Cement.

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TECHNICAL SERVICES
APR 27 '83
REFER TO
FOR
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125 1387

I think the emulsion treated base would provide a longer life, without transverse, thermal cracks. The emulsion treatment also has the advantage of getting some benefit from the asphalt in the existing pavement.

On the basis of trying something new I recommend the emulsion treatment, but without any performance experience, I can not establish any life cycle cost benefits. The only extra costs for the C.T.B. option would be maintenance costs for sealing transverse cracks.

When a decision is made as to the alternate to be used, I will submit the design to FHWA. I have rough drafted some specs, for the emulsion option if they are needed.

JTS:tab

cc: E. S. Hunter ✓
R. D. Hector

Versteeg
Anderson
Adams
Macnab
Stoudenmeyer
Terpin
Trout
Wakerlig

RECEIVED
APR 25 1983
ROAD DESIGN
SECTION

Do Not File
Return to
Bring Up
Action

April 25, 1983

DES 16

Dale E. Wilken, Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center St. N.E.
Salem, Or 97301

Buford Ridge Road - Forest Service Boundary
Enterprise - Lewiston Hwy,
Wallowa County

The primary purpose of this federal aid project is to extend the service li life and restore the pavement section and skid resistance of the pavement with a widening and reconstruction, plus replacement of the guardrail. The section is 12 miles long with an ADT of about 260. AASHTO standards call for a 28' roadway.

The typical section is proposed as 28'fin width with intermittent sections of 27' and 26' minimum. This typical can be constucted with very little grading and is an improvement over the existing 22' section.

We request your approval of the 26' minimum exception to AASHTO standards.

J. E. Versteeg
Road Design Engineer

By

Donald R. Adams, P.E.
Road Design Engineer

DNS:mg

cc: D. Stoudenmeyer

11

STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO
DES 16

TO: MEMO TO THE FILES

DATE: April 22, 1983

FROM: J H Versteeg
J. H. Versteeg
Road Design Engineer

SUBJECT: Buford Ridge Road-Forest Service Boundary
Enterprise-Lewiston Highway
Wallowa County

Versteeg
Anderson
Adams
Macnab
Stoudenmeyer
Terpin
Trout
Wakerlig

RECEIVED
APR 25 1983
ROAD DESIGN SECTION

The subject project was originally designed to provide reconstruction with CTB for its entire length. Another design, calling for some reconstruction and some overlay, was developed.

Recent estimates show the full-length reconstruction with CTB to be somewhat cheaper and the better design. Construction plans will be prepared on the full-length reconstruction plan.

JHV:DNS:ja

cc E. S. Hunter
R. D. Hector
Frank Terpin
Don Adams
Steve Macnab
C. T. Keasey

81-125-1387

ORG

H. S. Coulter
State Highway Engineer

April 18, 1983

Fred D. Miller
Director

Things to do

In our discussion two weeks ago regarding objectives or results expected from the Highway Division and the evaluation of employees, I expressed some concern relating to how well the roles of you and your assistants are defined. During the past several days, several issues have arisen which may help me understand the roles better. Also, these issues represent points for which I need more information or answers.

(1) We discussed the need for 102 additional employees in the Highway Division. It appears now that both the Executive Department and Legislative Fiscal will recommend favorably on the positions. The most likely solution will be to restore some of the 222 positions which the Division either has given up or was planning to give up this biennium.

In the discussion of this issue, I received several conflicting bits of information.

a. A document both did and did not exist relating to how many employees were needed, when they were needed, and where they were needed.

b. I heard that Personnel had frozen the 222 positions and that up to 40 of these positions had already been filled.

c. The 222 positions were described as both available to fill and as already "turned back."

d. It was mentioned that as many as 40 employees might be needed for the Banfield contracts and additional employees might be used for the Jobs Bill contracts. Evidently, these were not included in the total.

I am curious to know how the whole situation stands. At worst, we will have made a strong case for 102 positions and, then, have found that a combination of 40 of them already being filled and 40 more needed for the Banfield contracts and additional positions being needed for the Jobs Bill contracts. We may have used nearly all of the 102 positions already.

(2) In approving the 102 positions, the Executive Department (Jon Yunker) said that he had no problem recommending favorably, assuming that we needed the positions and that we had a contingency plan for handling our financial and personnel affairs if we do not get additional state revenue.

I would like you to spell out what we will do from a personnel standpoint under the following conditions:

a. Assume that a 1 + 1 gasoline tax is passed and that we will borrow the match on the new federal aid.

b. Assume that a 1 + 1 gasoline tax is passed; that it is referred and defeated. Also, show what will happen if it is referred and passed.

c. In addition, what would happen if a registration fee were passed, referred and approved by the voters. Assume that will generate approximately 20 million dollars a year on a "gross highway fund" basis.

Let me know how long it will take to prepare the contingency plan. I believe that we should try to get it ready within several weeks.

(3) I just received your letter to the Commission on the Buford Ridge Road-Forest Service Boundary project on the Enterprise-Lewiston Highway. This appears to be a significant project with implications for the Six-Year Program.

Since I am not familiar with the project, I am more interested in the process by which the decision was made to add this project. Is this your decision? Is it Schwartz'? Hunter's? Bothman's? All of the above?

How does the decision relate to the priority of the citizens? Of the Region Engineer? Generally, to statewide priorities? I am sure that there have been other situations like this and will be in the future. I am interested in knowing how you recommend handling them. Given the questions that this will prompt, and the policy implications, I think that I should get involved before it goes to the Commission.

In all of the instances above, I think there are opportunities to discuss role questions. I will be interested in hearing not only the answers to the questions but the implications for roles and responsibilities of the Assistant State Highway Engineers.

FDM:fn

7(E)

STATE OF OREGON
1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO

DATE: April 11, 1983

TO: Oregon Transportation Commission

PRO

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Buford Ridge Rd.-Forest Service Boundary
Enterprise-Lewiston Highway
Wallowa County

On the agenda for your consideration at the April 18 meeting will be a request to add a grading and paving project on the subject highway to our Construction Program for FY 1983.

This 12-mile section is experiencing extreme distress because of the abnormal precipitation that occurred this winter, much of it as rain rather than snow, and from the heavy truck traffic transporting timber and grain between Oregon and Lewiston, Idaho. This section was constructed almost 30 years ago and although it has more than provided the service life for which it was designed it was not designed or constructed to handle this heavy truck traffic. It is important that we bring this section to contract this summer in order to salvage what little is left of the route.

The estimated cost to do this work is $2,100,000. We propose Federal-Aid Primary funds and State match of $252,000.

I recommend your approval and request authorization to sign the necessary agreement for and on your behalf.

DES:pf:lb st

bc Fred D. Miller
R. W. Gormsen
R. N. Bothman
E. S. Hunter
W. E. Schwartz
Gary Potter
J. H. Versteeg
C. T. Keasey
V. E. Skoog
R. D. Hector
Warren Richards
George Bell

1455

DATE: April 11, 1983

TO: Oregon Transportation Commission

PRO

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Buford Ridge Rd.-Forest Service Boundary
Enterprise-Lewiston Highway
Wallowa County

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DES:pf:lb st

bc Fred D. Miller
R. W. Gormsen
R. N. Bothman
E. S. Hunter
W. E. Schwartz
Gary Potter
J. H. Versteeg
C. T. Keasey
V. E. Skoog
R. D. Hector
Warren Richards
George Bell

STATE OF OREGON INTEROFFICE MEMO

HIGHWAY DIVISON

TO: H. S. Coulter
State Highway Engineer

DATE: April 8, 1983

FROM: Robert N. Bothman
Assistant State Highway Engineer

SUBJECT: Buford Ridge Rd.-Forest Service Boundary
Enterprise-Lewiston Highway
Wallowa County

As you are aware, this 12 mile section has been experiencing an extraordinary amount of truck traffic involved in shipping forest products from Joseph and surrounding areas to Lewiston, Idaho. There are also many shipments of grain to the Port of Lewiston. Visual counts of this truck traffic range up to as high as 200 a day.

The first 4 miles of this section has already experienced a 90% loss. The remaining 8 miles appears to be about half gone, with more break up occurring. It is very critical that work be commenced this Summer in order to salvage what is left of the roadway base and keep the highway in a passable condition.

Attached is a draft of a letter to the Commission requesting their approval.

I recommend that you authorize a State funded survey under delegated authority to expedite preliminary engineering until we can secure Federal approval.

DES:pf

cc: Gary A. Potter

81-125-1387

9605

8

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION

REGION 5 OFFICE

NOTED
H. S. COULTER

In Reply Refer to
File No.:

P. O. Box 850 La Grande, Oregon 97850 Telephone 963-3177

~~March 31,~~ 1983

The Hon. Robert A. Brogoitti
State Representative
House of Representatives
Salem, Oregon 97310

Dear Representative Brogoitti:

Thanks for your letter and support for highway repair on Highway 3 north of Enterprise. We have undertaken some survey and estimating work to find out what kind of repair is appropriate and what the costs will be.

✓ Scott Coulter is well aware of the situation and is working with us to get something going on this section of road. I have just today sent Scott a video tape report showing and discussing the area. I am sure that he would arrange for you to see it if you wish to. It is about 10 minutes long.

Sincerely,

Original Signed By Robert D. Hector

R. D. Hector
Region Engineer

RDH/vt
cc: H. S. Coulter
W. E. Schwartz

H-6

Pat

Contact Bob and show him tape if he wants to see it.

Advised Brogoitti at House Transportation Committee

WES

RECEIVED
STATE HWY ENGR
APR 4 '83
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

NOTED
W. E. SCHWARTZ

734-1839

COUNTIES

OICATED:
esentatives
regon 97310
011 Adams Street
La Grande, Oregon 97850

HOUSE OF REPRESENTATIVES
SALEM, OREGON
97310

COMMITTEES
Vice-Chairman:
Legislative Rules and Operations
Member:
Labor
Transportation

Buford Bridge Proj. -
FS Bridge

March 28, 1983

☐ RE ☐ RCE ☐ PME ☒ ROL

☒ REA MAR [illegible]

RECEIVED

Mr. Bob Hector, Region Engineer
State Highway Division
P. O. Box 850
La Grande, Oregon 97850

Dear Bob:

County Judge Farris and Commissioner O'Rourke of the Wallowa County Court sent me a copy of their letter to you. The letter expressed concern about the condition of Highway 3 north from Enterprise to the state line.

It has been some time since I've personally driven this section of the road, but feel their concerns are real ones. Is there something I can do to help get the repairs underway? Beat the drum for funds? Contact Scott Coulter? I will certainly help in any way I can.

Sincerely,

Bob

Robert A. Brogoitti
State Representative

RAB:es

cc: Judge Stan Farris

3/31/83 cy Schwartz

9655

Buford Ridge-FS Bndry
Proposed
Wal a Co.

STATE OF OREGON **INTEROFFICE MEMO**

RECEIVED
TECHNICAL SERVICES
APR 15 '83
REFER TO
FOR
Info Inves R/D D/R Sign Act File

TO: Memo to the Files

DATE: April 5, 1983

☐ RE ☐ RCE ☐ RME ☒ ROE
☐ RFA ☐

Fm Hunter
APR 12 1983
RECEIVED
REGION 5 OFFICE

SUBJECT: Enterprise-Lewiston Highway

I met with Wallowa County Judge Stanley Farris and Joseph Mayor Vern Russell today to discuss the problems on the Enterprise-Lewiston Highway as well as Highway Division matters in general in Wallowa County. I told Judge Farris that I appreciated his support for repairs on the Enterprise-Lewiston Highway.

I explained that repairs to the highway would require funds and resources far beyond those available to me and that the only way action could occur would be through contract. We are presently working up an estimate for contract and expect to be able to submit it around April 15. The section for contract is from M.P. 5+ to the Forest Boundary; about 11 miles. I told the Judge that I would expect the section to be under contract by the 4th of July.

How many miles?

The remainder of the highway, although badly in need of overlay, would have to be kept in repair by maintenance forces at this time.

Judge Farris is pleased with Highway Division matters in general and association with our people. He said that the "Highway Division was treating Wallowa County well", however, he does recognize that we are not doing as much as we have in the past and blames revenue shortfall for that.

ACN 91-4 Wallowa Lake

The Judge and the Mayor both feel that some work is needed on the Wallowa Lake Highway from Minam to Wallowa. They are right. That section is proposed to the Six Year Plan update, Region priority is number 4.

Ed Hunter

27 miles - that would be from MP 16± to 43 of Enterprise -

R. D. Hector
Region Engineer

4-12-83

vt
cc: W. E. Schwartz
E. S. Hunter
Hal Versteeg

RECEIVED
TECHNICAL SERVICES
APR 5 '83
REFER TO
FOR
Info Inves R/D D/R Sign Act File

9:1

8

STATE OF OREGON

INTEROFFICE MEMO

TO: H. S. Coulter
State Highway Engineer

DATE: March 31, 1983

SUBJECT: Video Tape
Enterprise-Lewiston Highway
Buford Ridge Road-Forest Service Bndry.
M.P. 5.5 to 17.36
Wallowa County

NOTED - H.S. COULTER

I am sending along a video tape showing some of the problems on the Enterprise-Lewiston Highway. It was shot on March 30.

We know that it looks much like a home movie production but I am confident you will forgive us that on our first productions. You will recognize the voices of Hubert Murrill and John Preston who put the program together.

In addition to what was said, I would like to point out that the road looked much worse three weeks before this time. The relatively good condition is because of the efforts by Maintenance forces.

✓ Perhaps some of your staff and Eastern Oregon Legislators would like to look at this.

Please send it back when you are through with it.

R. D. Hector
Region Engineer

RDH/vt
Enc.

RECEIVED
STATE HWY ENGR

APR 4 '83

REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

1W

PROJECT PROSPECTUS
PART 4 - SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

Wallowa County

SECTION 1 Buford Rd.-Forest Service Bndry	KEY ID#
	REGION 5

ENTERPRISE - LEWISTON #F11
SURVEY AUTHORITY

AUTHORIZATION NO.	PREFIX	DATE
1	32-1404	3-25-83

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 30,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 5,000
902 CITIZEN'S INVOLVEMENT		0	916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT		0	918 LOCATION		200	935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		1,000
905 FINAL DESIGN		5,000	920 PROGRAM MANAGEMENT		200	937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICA-TIONS		3,000	938 REGION ENVIRONMENT		0
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES			949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		200	950 TRAINING		
910 REGION GEOLOGIST		5,000	924 D.O.T.			955 R/W RELOC. ASSISTANCE		0
911 TRAFFIC SECTION		2,500	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		0
913 RIGHT-OF-WAY LIAISON	—	0	927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON		1,000	932 RAILROAD & UTILITIES		200			

TOTALS	$	$ 53,300
PREVIOUS AUTHORIZATION		$ —
ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER
STATE

LOCATION ENGINEER'S REMARKS

Project is Approved for P.E. only

1 Versteeg ✓
2 Anderson
Adams
Macnab
3 Stoudenmeyer
Terpin
4 Trout
Wakerlig

RECEIVED
APR 14 1983
ROAD DESIGN SECTION

Rw

Do not File
Return to
Bring Up
Action

Approved by Hwy Eng'r 3-28-83 for PE ONLY

PREPARED BY Roger C. Lang	DATE 3/25/83	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 3/28/83
RECOMMENDED, REGION ENGINEER X	DATE 3-25-83	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE 4-8/83
RECOMMENDED, LOCATION ENGINEER X	DATE 4/7/83	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

734-1914 (7-82)

X

STATE OF OREGON

INTEROFFICE MEMO

RECEIVED
STATE HWY ENGR
MAR 28 '83
REFER TO G. Potter
FOR

Info	Inves	R/D	D,R	Sign	Act	File
					✓	

NOTED
W. E. SCHWARTZ
Orig to 3/28

TO: W. E. Schwartz
Assistant State Highway Engineer, Operations

DATE: March 25, 1983

SUBJECT: Highway Failure
Buford Ridge Road-Forest Service Bndry.
M.P. 5.5 to M.P. 17.36
Enterprise-Lewiston Highway
Wallowa County

As you know, Region 5 has many miles of Primary Highways which were constructed many years ago to standards which do not meet modern day axle loadings and repetitive truck movements. These highways are very vulnerable to wet weather cycles because of stressed wearing surface and the unanticipated impact of increased truck traffic.

The Buford Ridge Road-Forest Service Bndry. Section is experiencing an extraordinary amount of truck traffic due to movement of forest products from Joseph, and surrounding area, to Lewiston, Idaho. Also, impacting the highway are shipments of grain to the Port of Lewiston. Visual counts range from 116 to 200 per day.

The current situation is described on part 1 page 2 of the enclosed Project Prospectus. Basically, we are rapidly losing an entire section of highway because of heavy truck traffic operating over structurally inadequate wearing surface and water saturated base section. Repetitive movements of these heavy vehicles are pumping the subgrade and contaminating the entire base section.

Presently the section from M.P. 5.5 to 9.5± is a 90% loss. The section from M.P. 9.5 to M.P. 17.36 appears to be 40% to 50% loss at this time with more breakup to come. Our Maintenance crews are required to spend an extraordinary amount of time and money to keep the section in a "passable" condition. Corrective measures to bring the section back into an acceptable condition are completely beyond the scope of our maintenance capability.

The Wallowa County Court, Mayors of Joseph and Enterprise and other concerned citizens have voiced their concern for the safety of the motoring public. Reportedly, there have been four truck over-turns on the section and numerous incidents of alignment/front end damage. Also, they are concerned about the economic impact to the commercial haulers and the County if the wet weather cycle continues and the highway becomes impassable for trucks.

I agree with the Local Governments of Wallowa County that something must be done at once. We have begun a Field Survey and have been in contact with the Base Design Section in order to see what our real needs are in order to restore the section.

Approved - [illegible] E. Schwartz

Also, we are working closely with the Forest Service, Commercial Haulers and Timber Industry Companies in order to find the anticipated long term projection of truck traffic on the section.

Your immediate attention to this matter is requested. Because of the urgency of the situation, we are also inclosing parts 2, 3 and 4 of the Project Prospectus.

R. D. Hector
Region Engineer

RCL/RDH/vt
Enc.
cc: The Hon. Stanley J. Farris, County Judge
The Hon. Verne Russell, Mayor of Joseph
The Hon. Gary Cornwell, Mayor of Enterprise
Mr. Gerald Perrin, Chamber of Commerce

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

SECTION Buford Ridge Rd.-Forest Service Bndry.			KEY ID # REGION 5
STATE HIGHWAY # 11	HIGHWAY NAME Enterprise-Lewiston	MILE POST FROM 5.5 TO 17.36	LENGTH 11.86
☒ URBAN ☐ RURAL	CITY	COUNTY Wallowa	ROAD/STREET NAME
ROUTE # OR 3	FEDERAL AID # FAP 83	APPLICANT (IF OTHER THAN STATE)	

COST ESTIMATES (000's)			PROJECT DATA		RIGHT OF WAY	
PRELIMINARY ENGINEERING		$ 71.2	GRADING (✓)	X	FILES (#)	
RIGHT OF WAY		$	PAVING (✓)	X	ACRES (#)	
ROADWAY	$ 1,387		STRUCTURES (✓)		RELOCATIONS (#)	
STRUCTURES	$		SIGNING (✓)		WORK BY STATE/CONSULTANT/APPLICANT	
SIGNALS	$		SIGNALS (✓)		PRELIMINARY ENGINEERING (S,C,A)	S
ILLUMINATION	$		ILLUMINATION (✓)		CONSTRUCTION ENGINEERING (S,C,A)	S
TEMPORARY PROTECTION	$ 41.6				RIGHT OF WAY DESCRIPTIONS (S,C,A)	
	$		ENVIRONMENTAL CLASS (1,2,3)	2	RIGHT OF WAY ACQUISITIONS (S,C,A)	
40% ENGINEERING & CONTINGENCIES	$ 571.4		DESIGN CATEGORY (1-7)	4	CONSTRUCTION BY	
TOTAL CONSTRUCTION		$ 2,000	WORK TYPE (1-12)	4	☒ CONTRACT ☐ STATE FORCE ☐ CITY FORCE	☐ OTHER
TOTAL ESTIMATE		$ 2071.2			☐ COUNTY FORCE	

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) 3/83	RECOMMENDED FUNDING SOURCE FAP or STATE	RECOMMENDED PROGRAM YEAR 1983

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	2	2
STRUCTURES (#)		
SIGNALS (#)		
BIKE PATH (Y/N)	N	N
AVERAGE DAILY TRAFFIC	240	
YEAR OF AVERAGE DAILY TRAFFIC	1981	

DEFINE THE PROBLEM CRISIS SITUATION

Existing roadway surface and base have failed. Extraordinary amount of effort by Maintenance forces is required to keep highway in passable condition. Failure is chiefly attributabl to heavy influx of trucks moving forest products to Washington and Idaho.

PROPOSED SOLUTION

Stabilize base by adding required base rock and cement treatin 5 inch cold mix wearing surface.

REQUESTED, REGION ENGINEER X	DATE 3-25-83			
APPROVED, ASST. HWY. ENG. FOR OPERATIONS X	DATE 3/28/83			
APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION X	DATE	TRANSP. COMM. APPROVAL DATE	PROGRAM YEAR	FUNDING

734-1911 (7-82)

PROJECT PROSPECTUS

PART 1 — PR ECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION
Buford Ridge Rd.-Forest Service Bndry

REGION
5

PROJECT JUSTIFICATION

Crisis situation exists on this section. Roadway surface and base are rapidly failing because of heavy influx of trucks moving forest products from the Joseph-Enterprise area into Washington and Idaho. Present visual counts of trucks range from 116 to 200 per day. These volumes differ dramatically from our 1981 counts as published in Traffic Volume Tables 82-1.

This section of roadway was constructed in two segments. In 1949 the section from M.P. 5.50 to M.P. 9.41 was constructed utilizing 9 inches of base, 26 feet wide with 1.5 inch oil mat wearing surface. In 1956 the section from M.P. 9.41 to M.P. 17.36 was constructed utilizing 12 inches of base, 26 feet wide with 2 inch AC wearing surface.

Our maintenance forces are presently patrolling the section on a daily basis, hauling crusher fines and continually shaping the roadbed section in order to keep the route passable. Reportedly there have been 4 truck overturns because of the rough road. Local elected officials of Wallowa County, Cities of Enterprise and Joseph have voiced their objection to the poor condition of the highway.

Proposed project is to add base rock as required, stabilize with cement treatment, cold mix wearing surface. No widening is proposed in order to reduce overall cost of project. This should be acceptable as it conforms to a 26 foot width constructed from M.P. 32.30 to M.P. 40.38 on Highway 48, FAP 69 in 1977.

This project is consistent with the Division's goal of preserving and maintaining the existing highway system.

ADMINISTRATION RECOMMENDATION

PROJECT PROSPECTUS

PART 2 — PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION Buford Road-Forest Service Bndry

REGION 5

ENTER: S—STATE C—CONSULTANT A—APPLICANT E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	N	SIGNS (PERMANENT)	N	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	S	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	S	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	N
RECONNAISSANCE SURVEY	N	DETOUR	N	BORROW SOURCE	N	CORPS OF ENGINEERS	N	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	S	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	S	RR CROSSING	N	DISPOSAL SITE	N	STATE LANDS	N	SECTION 106	N
VICINITY MAP	N	RR PROTECTION	N	LOCAL AGREEMENT	N	GEOLOGY AND MINERALS	N	NOISE STUDY	N
SOILS INVESTIGATION	S	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	N	RR ENCROACHMENT	N	▨	▨	SIGNALS	N	OLD (#) NEW (#)	
						UTILITIES	N	(LIST BELOW)	

RIGHT-OF-WAY

ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)

COMPANIES

Clearwater Power Co.
Asotin Telephone Co.
(No problem anticipated)

RIGHT-OF-WAY LIAISON	N	EASEMENTS (#)	N	ACCESS CONTROL (Y/N)	N

DESIGN SPEED 55

DESIGN STANDARDS

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
M.P.5.5	to 9.41			3		3	10		10	3		3				
M.P.9.41	to 17.36			2		2	11	x	11	2		2				
				1			12		12			1				

PROPOSED

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING
Cem. Stab. Base		X	(note: add 4" base rock, grind & stab. 12" deep)		
5" cold mix	X				

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1				BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

734-1912 (7-82)

PROJECT PROSPECTUS

PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION
Buford Rd.-Forest Service Bndry

REGION
5

ESTIMATED RIGHT-OF-WAY IMPACTS

No right of way involved on this project. No additional impact anticipated.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

No impact on land use. Project will enhance transportation element of Comprehensive Plan.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

No adverse effect. Project will improve safety to the motoring public.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

No adverse effect. No streams involved on this project. No additional impacts are anticipated as the project is confined to the existing roadway section.

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

No adverse effect.

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

No identifiable areas of concern or controversial issues.

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

☒ CLASS 2 (CATEGORICAL EXCLUSION)

☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

OTHER DOCUMENTATION

PREPARED BY	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE
X Roger C. Lang	3/25/83	

734-1913 (7-82)

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION: Buford Rd.-Forest Service Bndry

REGION: 5

AUTHORIZATION NO.

PREFIX

DATE

SURVEY AUTHORITY

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 30,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 5,000
902 CITIZEN'S INVOLVEMENT		0	916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT		0	918 LOCATION		200	935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		1,000
905 FINAL DESIGN		5,000	920 PROGRAM MANAGEMENT		200	937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICA-TIONS		3,000	938 REGION ENVIRONMENT		0
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES			949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		200	950 TRAINING		
910 REGION GEOLOGIST		5,000	924 D.O.T.			955 R/W RELOC. ASSISTANCE		0
911 TRAFFIC SECTION		2,500	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		0
913 RIGHT-OF-WAY LIAISON		0	927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON		1,000	932 RAILROAD & UTILITIES		200			

TOTALS	$	$ 53,300
PREVIOUS AUTHORIZATION		$
ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER

LOCATION ENGINEER'S REMARKS

PREPARED BY Roger C. Lang	DATE 3/25/83	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 3/28/83
RECOMMENDED, REGION ENGINEER X	DATE 3-25-83	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE
RECOMMENDED, LOCATION ENGINEER X	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

734-1914 (7-82)

SERIES TITLE:

Contracts

LAST RECORD
IDENTIFICATION:

Contract # 9655

OMI

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